SOUTHERN PACIFIC COMPANY
(PACIFIC SYSTEM.)

93

TIME TABLE

FOR THE

PORTLAND DIVISION

To Take Effect Sunday, July 15, 1917, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN).

For the government and information of employes only, and not intended for the use of the public.
The company reserves the right to vary from this time-table at pleasure.

W. R. SCOTT,
Vice-President and General Manager.

J. H. DYER,
Assistant General Manager.

G. F. RICHARDSON,
Superintendent of Transportation.

RATING OF LOCOMOTIVES IN Ms

CLASSIFICATION			ENGINE NUMBERS	Portland to Woodb'n	Woodb'n to Albany	Albany to Jct. City	Jct. City to Albany	Albany to Woodb'n	Woodb'n to Portland	Jct. City to Drain	Drain to Oakland	Oakland to Rosebu'g	Rosebu'g to Divide	Divide to Jct. City	Rosebu'g to West F'k	West F'k to Grant Ps	Grant Ps to Ashland	Ashland to Grant Ps	Grant Ps to Glendale	Glendale to Rosebu'g	Geer and Salem	Woodb'n to Pratum	Pratum to A'm'ville	A'm'ville to Natron	Natron to A'm'ville	A'm'ville to Pratum	Pratum to Woodb'n	M'h'kJct to Wendl'g	Wendl'g to M'h'kJct	Natron and Oakrid'e	Alb'y Jct. to Lebanon	Lebanon to Alb'y Jct.	Canby and Molalla
E—63	17/24	50	1320, 1355 to 1361	930	1280	1380	1480	1380	1230	1180	370	485	465	1180	......	......	......	......	......	950	930	930	425	790	1480	500	1205	1450	1525	1180	1380	1480	930
M—57	17/24	69	1601 to 1607	1110	1480	1580	1680	1580	1405	1380	455	590	540	1380	980	430	950	1680	430	1180	1110	1110	525	1000	1680	750	1480	1650	1850	1380	1580	1680	1110
T—57	18/24	58	2025																														
T—57	18/24	64	2030, 2036	1180	1580	1680	1780	1680	1530	1430	530	630	610	1430	1030	500	980	1780	500	1275	1180	1180	550	1060	1780	790	1580	1750	1950	1430	1680	1780	1180
T—57	18/24	66	2109																														
T—57	18/24	73	2099, 2121																														
T—57	18/24	75	2088																														
T—57	18/24	67	2029, 2031, 2041 to 2085																														
M—57	18/24	73	1610 to 1614																														
T—57	18/24	76	2019																														
E—62	18/26	62	1476	1110	1480	1580	1680	1580	1405	1380	460	580	540	1380	980	430	950	1680	430	1250	1110	1110	525	1000	1680	750	1480	1650	1850	1380	1580	1680	1110
E—63	18/24	65	1385, 1395																														
E—63	18/24	54	1395																														
T—57	18/24	86	2001, 2134, 2138, 2141, 2145, 2148.	1280	1680	1780	1880	1780	1630	1580	595	730	680	1580	1155	560	1080	1880	560	1460	1280	1280	600	1200	1880	850	1680	1850	2050	1580	1780	1880	1280
T—63	18/30	78	2194, 2195, 2200 to 2206																														
T—57	18/30	78	2190, 2191, 2197																														
T—57	18/30	72	2193																														
T—57	18/30	84	2208																														
T—69	20/26	113	2219	1400	1800	1900	2000	1900	1740	1740	650	900	770	1740	1240	600	1140	2050	600	1540	......	......	......	......	......	......	......	......	......	......	......	......	......
T—63	19/24	105	2223																														
A—81	20/28	105	3067, 3068, 3070, 3071																														
T—63	20/26	112	2255, 2271																														
T—69	20/28	134	2274	1410	1810	1910	2010	1910	1750	1750	655	910	775	1750	1250	605	1150	2060	605	1550	......	......	......	......	......	......	......	......	......	......	......	......	......
T—69	21/28	149	2283, 2292, 2296, 2298, 2299	1600	2100	2500	2500	2500	2000	2000	750	1100	900	2150	1550	650	1450	2200	650	1800	......	......	......	......	......	......	......	......	......	......	......	......	......
P—77	22/28	141	2422 to 2427	1800	2500	2900	F	2900	2400	2400	980	1300	1100	2450	1700	800	1600	F	800	2000	......	......	......	......	......	......	......	......	......	......	......	......	......
T—63	22/28	160	2329 to 2351	2000	2700	3100	F	3100	2600	2600	1050	1400	1200	2650	1900	950	1800	F	950	2200	......	......	......	......	......	......	......	......	......	......	......	......	......
C—57	22/30	178	2684	2600	3300	3600	F	3600	3400	3200	1230	1650	1400	3010	2450	1150	2500	F	1120	3400	......	......	......	......	......	......	......	......	......	......	......	......	......
C—57	22/30	180	2627, 2638																														
C—57	22/30	187	2513 to 2591, 2800 to 2830																														
Mk—57	23/30¾	205	3200 to 3208	2900	3630	3960	F	3960	3740	3520	1350	1815	1540	3310	2695	1215	2750	F	1230	3740	......	......	......	......	......	......	......	......	......	......	......	......	......
Mk—57	23/30¾	205	3221, 3227, 3228	3150	3950	4300	F	4300	4050	3800	1450	1950	1600	3650	3000	1450	3000	F	1400	4050	......	......	......	......	......	......	......	......	......	......	......	......	......
Mk—63	26/28	210	3262, 3263																														
Allowances for Empty and Underloaded Cars.			Less than 40 Ms	6	6	6	6	6	6	3	3	3	3	3	3	3	3	3	3	3	6	6	6	6	6	6	6	6	6	6	6	6	6
			40 to 50 Ms	3	3	3	3	3	3	0	0	0	0	0	0	0	0	0	0	0	3	3	3	3	3	3	3	3	3	3	3	3	3
			More than 50 Ms	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION			ENGINE NUMBERS	Brooklyn to Gaston	Gaston to Eugene	Eugene to Gaston	Gaston to Brooklyn	Brooklyn to Sherw'd	Sherw'd to Sp'gbr'k	Sp'gbr'k to Smithfi'd	Smithfi'd to Dallas	Dallas to Airlie	Airlie to Sp'gbr'k	Sp'gbr'k to Sherw'd	Sherw'd to Brooklyn	Br'dm'd to Wilim'na	Wilim'na to Br'dm'd	Hillsboro to Buxton	Buxton to Timber	Timber to Cochran	Cochran to Til'mook	Til'mook to Enright	Enright to Cochran	Cochran to Buxton	Buxton to Hillsboro	Salem to FallsCity	FallsCity to Bl'kRock	Bl'kRock to Salem	Albany to Yaquina	Yaquina to Albany	Albany to Hoover	Hoover to Albany
E—63	17/24	50	1320, 1355 to 1361	950	660	775	1100	950	425	870	425	650	830	420	1100	790	600	......	......	......	......	......	......	......	......	......	......	......	490	350	485	500
M—57	17/24	69	1601 to 1607	1050	850	1000	1400	1050	525	1080	650	800	1080	500	1400	1000	740	......	......	......	......	......	......	......	......	......	......	......	740	430	590	750
T—57	18/24	58	2025																													
T—57	18/24	64	2030, 2036	1010	900	1050	1500	1100	550	1130	710	850	1130	525	1500	1060	780	......	......	......	......	......	......	......	......	700	220	900	780	500	630	790
T—57	18/24	66	2109																													
T—57	18/24	73	2099, 2121																													
T—57	18/24	75	2088																													
T—57	18/24	76	2019																													
T—57	18/24	67	2029, 2031, 2041 to 2085																													
M—57	18/24	73	1610 to 1614																													
E—62	18/26	62	1476	1000	850	1000	1400	1000	525	1080	650	800	1080	500	1400	1000	740	......	......	......	......	......	......	......	......	......	......	......	740	430	580	750
E—63	18/24	65	1385, 1395																													
T—57	18/24	86	2001, 2134, 2138, 2141, 2145, 2148.	1250	1000	1200	1600	1250	650	1470	800	950	1250	625	1600	1300	850	1200	500	300	1500	700	300	850	1500	......	......	......	850	590	800	900
T—63	18/30	78	2194, 2195, 2200 to 2206																													
T—57	18/30	78	2190, 2191, 2197																													
T—57	18/30	72	2193																													
T—57	18/30	84	2208																													
C—40	17/20	89	2501	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	1000	370	1200	......	......	......	......
C—51	19/30	96	2512	1500	1400	1590	2250	1500	880	1590	......	......	......	840	2000	......	......	1500	620	450	1765	880	450	1060	1765	......	......	......	......	......	......	......
C—51	20/24	107	2500																													
T—63	20/26	112	2255, 2271																													
T—69	20/26	113	2219																													
TW—51	20/26	118	2947, 2949	1700	1600	1800	2250	1700	1000	1800	......	......	......	950	2250	......	......	1700	700	500	2000	1000	500	1200	2000	......	......	......	......	......	......	......
TW—51	20/26	120	2935																													
TW—57	20/30	114	2926																													
TW—57	20/30	120	2931																													
TW—57	20/30	122	2929																													
TW—51	20-29/26	110	2945																													
TW—51	20-29/26	120	2932, 2940, 2943																													
TW—55	22/26	147	2905, 2911	2400	2290	2575	3220	......	......	......	......	......	......	......	......	......	......	2400	1000	710	......	......	......	1720	2860	......	......	......	......	......	......	......
Allowances for Empty and Underloaded Cars.			Less than 40 Ms	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
			40 to 50 Ms	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
			More than 50 Ms	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

These ratings include the total weight of train, exclusive of engine and tender, which the different class of locomotives will haul in each direction between the stations shown.

CLASS "C"—Consolidation engine "M"—Moguls "Mk"—Mikado "E"—Eight-wheelers
"T"—Ten-wheelers "TW"—Twelve-wheelers "P"—Pacific Type

Example.—Consolidation engine having 57 inch drivers, Cylinders 22 inch diameter and 30 inch stroke, and weighing 187,000 pounds on Drivers: C-57 $\frac{22}{30}$ 187

ASHLAND SUBDIVISION

Eastward — FROM SAN FRANCISCO — TOWARD SAN FRANCISCO — Westward

Capacity of Passing Sidings in cars and location of Scales, Water, Fuel, Telephone and Turning Stations.		SECOND CLASS			FIRST CLASS			Distance from San Francisco via Marysville			Time Table No. 93 July 15, 1917	Distance from Roseburg	FIRST CLASS				SECOND CLASS		
		222	**258**	**256**	**16**	**14**	**12**						**13**	**17**	**15**	**11**	**257**	**255**	**221**
		Portland Fast Freight	Way Freight	Way Freight	Oregon Express	Portland Express	Shasta Limited						San Francisco Express	Ashland Passenger	California Express	Shasta Limited	Way Freight	Way Freight	Portland Fast Freight
		Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily				**STATIONS**		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily
	WFOT	10.50PM	12.01PM		5.50PM	7.50AM	1.55AM	429.1		DNR	**ASHLAND**	143.5	s 9.45AM	s 5.15PM	s 11.30PM	s 3.55AM	10.45AM		3.20AM
49		**11.15**	12.19		f 6.03	f 8.03	2.07	434.6			5.5 TALENT	138.0	f 9.30	f 5.00	**11.15**	3.39	10.00		2.57
25		11.22	12.26		f 6.08	f 8.08	2.12	437.0			2.4 PHOENIX	135.6	f **9.21**	f 4.50	11.06	3.34	**9.21**		2.50
6								438.4			1.4 GAS WORKS	134.2		f 4.08					
8								438.8			0.4 VOORHIES	133.8							
75	W	11.44PM	1.05		s 6.25	s **8.25**	s **2.20**	441.8		DN	3.0 **MEDFORD**	130.8	s 9.10	s 4.35	s 10.58	s 3.25	**8.25**		**2.20**
26								442.9			1.1 **CRATER LAKE JCT.**	129.7							
111		12.10AM	1.20		s 6.33	s 8.35	2.27	445.7		D	2.8 CENTRAL POINT	126.9	s 8.56	s 4.20	f 10.45	3.15	8.00		1.45
30		12.35	1.35		6.43	f **8.45**	2.34	450.2	AUTO. BLOCK		4.5 TOLO	122.4	f **8.45**	f 4.08	f 10.35	3.08	7.45		1.30
					f	f		451.4			1.2 RAY GOLD (No Siding)	121.2		f	f				
45	W	**1.00**	2.05		s 6.58	s 9.00	**2.47**	457.2		DN	5.8 GOLD HILL	115.4	s 8.25	s 3.52	f 10.20	**2.47**	7.20		**1.00**
						f		459.4			2.2 ROCK POINT	113.2	f	f					
7								460.1			0.7 ZACHER	112.5							
48	P	1.25	2.30		s 7.13	s 9.15	3.00	464.9			4.8 ROGUE RIVER	107.7	f 8.05	s 3.35	f 10.05	2.35	6.55		12.40
77	WT	**2.20**	3.05PM	6.00AM	s 7.33	s 9.35	s 3.20	473.9		DNR	9.0 **GRANTS PASS**	98.7	s 7.50	s 3.20	s 9.50	s **2.20**	6.30AM	2.00PM	12.15AM
20		2.35		6.10				475.9			2.0 GRANITE (Spur)	96.7						1.40	11.50PM
30		2.45		6.20	7.44	9.47	3.30	478.2			2.3 DIMMICK	94.4	7.30	f 3.04	9.34	2.05		1.30	11.40
43		3.00		6.40	f 7.55	s 9.58	3.40	482.5		D	4.3 MERLIN	90.1	f 7.17	s 2.52	f 9.22	1.55		1.10	11.20
6						f		486.0			3.5 THREE PINES (Spur)	86.6		f					
49		3.25		**7.05**	f 8.08	f 10.11	3.51	487.4	Automatic Block Signals	N	1.4 HUGO	85.2	f **7.05**	f 2.40	f 9.10	1.45		12.50	11.00
39		3.45		7.41	f 8.26	s 10.29	4.07	494.1		D	6.7 LELAND	78.5	f 6.50	s 2.18	f 8.55	1.26		12.10PM	10.25
71		4.00		8.01	**8.43**	10.39	4.17	498.6		N	4.5 POLLARD	74.0	6.37	2.05	f **8.43**	1.18		11.50AM	10.05
41		4.10		8.16	f 8.53	s 10.46	4.23	502.0		D	3.4 WOLF CREEK	70.6	f 6.27	s 1.55	f 8.33	1.12		11.40	9.50
77	WFT	**4.43**		8.50	s **9.13**	s **11.06**	**4.43**	507.9		DNR	5.9 GLENDALE	64.7	s 6.08	¶ 1.35 1.15	s 8.12	12.54		**11.06**	**9.13**
7						f		509.7			1.8 LYSTUL	62.9							
37		**5.46**		9.05	f 9.24	f 11.17	4.55	512.0			2.3 REUBEN	60.6	**5.46**	f 1.05	f **7.55**	12.41		9.45	**7.55**
37		6.05		**9.25**	f 9.36	f 11.30	5.07	516.5			4.5 BRANDT	56.1	f 5.34	f 12.50	f 7.43	12.28		**9.25**	7.35
21	WTP	6.25		9.45	f 9.48	s 11.43	**5.19**	521.2		DN	4.7 WEST FORK	51.4	f **5.19**	s 12.37	s 7.29	12.15		9.00	7.15
43		6.45		10.11	10.00	11.57AM	5.33	525.6			4.4 COW CREEK	47.0	5.06	12.24	7.14	12.02AM		8.40	6.50
50	P	7.10		10.30	f 10.15	f **12.12**PM	5.44	531.4			5.8 PECK	41.2	4.53	f **12.12**PM	f 6.59	11.47PM		8.20	6.20
								535.2			3.8 DOE CREEK (No Siding)	37.4		f					
36		**7.50**		11.06	f 10.34	f 12.30	6.03	540.3		N	5.1 CORNUTT	32.3	4.35	f 11.48AM	f 6.39	11.29		**7.50**	5.50
48		8.10		**11.38**AM	s 10.40	s 12.38	6.10	544.2		D	3.9 RIDDLE	28.4	f 4.27	s **11.38**	f 6.30	11.23		7.40	5.35
77		8.35		12.05PM	10.50	12.48	6.19	549.3			5.1 WEAVER	23.3	4.17	11.23	6.18	11.15		7.25	5.15
23	W	8.40		12.20	s 10.55	s 12.52	6.21	550.4		D	1.1 MYRTLE CREEK	22.2	f 4.15	s 11.20	s 6.16	11.13		7.20	5.10
39		9.00		12.40	f **11.05**	f 1.02	6.29	554.9		N	4.5 DOLE	17.7	4.07	f 11.07	f 6.04	**11.05**		7.05	4.50
2		9.20		12.55	f 11.13	f 1.10	6.34	558.0			3.1 ROUND PRAIRIE (Spur)	14.6	4.00	f 10.57	f 5.54	10.58		6.55	
34		9.35		1.10	f 11.21	s 1.20	**6.40**	562.0		D	4.0 DILLARD	10.6	3.52	s 10.45	s 5.45	10.51		**6.40**	4.30
3	P					f		566.3			4.3 CARNES (Spur)	6.3		f	f				
49		9.55		**1.30**	f 11.33	f **1.30**	6.50	567.7			1.4 GREEN	4.9	3.41	f 10.30	f 5.33	10.40		6.15	4.15
150	WTOF	**10.15**AM		2.00PM	s 11.47PM	s 1.44PM	s 7.00AM	572.6		DNR	4.9 **ROSEBURG**	0.0	3.30AM	**10.15**AM	5.20PM	10.30PM		6.00AM	3.55PM
		Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily				(143.5)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily
		(11.25) 12.57	(3.04) 14.60	(8.00) 12.34	(5.57) 24.12	(5.54) 24.32	(5.05) 28.23				Time over District Average speed per hour		(6.15) 22.96	(7.00) 21.45	(6.10) 23.27	(5.25) 26.51	(8.00) 12.33	(4.15) 10.10	(11.25) 12.57

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72).

ADDITIONAL FLAG STOPS: Nos. 13, 14, 16 and 17, Tunnel 7 and Seven Oaks; Nos. 14, 16 and 17 Union Creek. No. 15 will stop at Round Prairie to discharge passengers from Roseburg and points east thereof.

ROSEBURG SUBDIVISION

Eastward

FROM SAN FRANCISCO

Capacity of Passing Sidings in cars and location of Scales, Water, Fuel, Telephone and Turning Stations		SECOND CLASS			FIRST CLASS							Distance from San Francisco via Marysville				Time Table No. 93 July 15, 1917
		222 Portland Fast Freight	230 Way Freight	246 Way Freight	14 Portland Express	94 Passenger	24 Passenger	18 Portland Passenger	92 Passenger	12 Shasta Limited	16 Oregon Express					
		Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily					STATIONS
150	WTFO	12.25PM	8.00AM		2.00PM			7.45AM		7.05AM	12.01AM	572.6		DNR		ROSEBURG
2								f				574.2			1.6	EDENBOWER (Spur)
77		12.50	8.15		f 2.14			s 8.00		7.17	12.15	577.8			3.6	WINCHESTER
26		1.10	8.30		f 2.23			s 8.08		7.25	f 12.24	581.4			3.6	WILBUR
77		1.25	8.58		s 2.35			s 8.17		7.36	s 12.38	586.4		D	5.0	SUTHERLIN
2												587.4			1.0	WHITMORE (Spur)
48	W	1.35	9.15		s 2.46			s 8.26		7.41	s 12.50	589.1		DN	1.7	OAKLAND
												590.5			1.4	YOUNGS (No Siding)
47		2.00	9.45		f 3.02			f 8.40		7.53	1.06	595.4			4.9	ISADORA
36	PT	2.15	9.51		f 3.09			f 8.50		7.58	1.12	597.5			2.1	RICE HILL
77		2.40	10.25		s 3.22			s 9.03		8.10	s 1.27	603.7	Automatic Block	D	6.2	YONCALLA
5												606.1			2.4	DEVORE
77	WY	3.35	10.50		s 3.35			s 9.15		8.25	s 1.42	609.0		DN	2.9	DRAIN
4												610.2			1.2	KREWSON (Spur)
25		3.55	11.05		f 3.45			f 9.20		8.27	1.49	611.7			1.5	LEONA
77		4.00	11.10		3.49			9.23		8.30	1.52	613.2			1.5	SAFLEY
8		4.10	11.15		f 3.53			f 9.27		8.35	1.56	615.2			2.0	ANLAUF
21		4.15	11.20		3.55			9.29		8.38	1.58	616.1			0.9	CURTIN
49	W	4.25	11.25		f 4.01			s 9.33		8.43	2.02	617.9		D	1.8	COMSTOCK
49	PY	4.45	11.50AM		f 4.18			f 9.47		8.58	2.17	621.9			4.0	DIVIDE
2												622.9			1.0	VEATCH (Spur)
31		4.55	12.01PM		f 4.24			f 9.52		9.04	2.22	625.0			2.1	LATHAM
52	W	5.10	12.25		s 4.35			s 9.56		9.10	s 2.28	626.5		DN	1.5	COTTAGE GROVE
10		5.15	12.35		4.40			f 10.01		9.14	2.33	629.1	Auto. Block		2.6	SAGINAW (Spur)
77		5.20	1.16		4.45			f 10.04		9.18	2.37	630.6			1.5	WALKER
33		5.30	1.26		f 4.54			s 10.13		9.26	f 2.46	635.5		D	4.9	CRESWELL
1												638.9			3.4	MATHEWS (Spur)
77		5.45	2.10		f 5.03			s 10.23		9.36	2.56	640.9			2.0	GOSHEN
	YP	5.55	2.17	12.55PM	5.10	4.50PM		f 10.30	10.00AM	9.43	s 3.03	644.3	Automatic Block		3.4	SPRINGFIELD JCT.
	I											646.3			2.0	E.—S. CROSSING
59	WT	6.10	2.25 3.00	1.05PM	s 5.25	s 5.00PM	1.50PM	s 10.45	s 10.10AM	s 9.52	s 3.20	647.3		DNR	1.0	EUGENE
70	Y	6.15	3.03		5.27		1.52	10.47		9.54	3.22	648.5			1.2	BLAIR
108		6.33	3.30		f 5.34		1.59	s 10.55		10.03	3.30	653.0			4.5	IRVING
79		6.55	3.55		5.45		2.09	11.06		10.13	3.41	659.9			6.9	SWAIN
114	WTF	7.00PM	4.00PM		s 5.50PM		s 2.10PM	s 11.10AM		10.15AM	s 3.45AM	660.6		DNR	0.7	JUNCTION CITY
		Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					(88.0)
		(6.35) 13.37	(8.00) 11.87	(0.10) 18.00	(3.50) 22.96	(0.10) 18.00	(0.20) 39.90	(3.25) 25.75	(0.10) 18.00	(3.10) 27.79	(3.44) 23.57					……Time over District ……Average speed per hour

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72). Exceptions: Nos. 12, 14, 16 and 18 are superior to Nos. 91 and 93.

Nos. 14 and 16 will make non-schedule stops to discharge passengers from points west of Cottage Grove.

No. 14 will stop on flag at Luper, M. P. 655.1.

No. 24 will stop to discharge passengers east of Eugene from stations on Coos Bay Line.

ROSEBURG SUBDIVISION

TOWARD SAN FRANCISCO

Westward

Time Table No. 93

July 15, 1917

				FIRST CLASS								SECOND CLASS		
			Distance from Junction City	17	91	23	15	93	19	11	13	221	229	245
				Ashland Passenger	Passenger	Passenger	California Express	Passenger	Roseburg Passenger	Shasta Limited	SanFrancisco Express	Portland Fast Freight	Way Freight	Way Freight
		STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Monday	Arrive Daily Ex. Sunday
	DNR	**ROSEBURG**	88.0	s 10.05AM			s 5.10PM		s 10.00PM	s 10.20PM	s 3.20AM	1.20PM	3.00PM	
		1.6 EDENBOWER (Spur)	86.4	f										
		3.6 WINCHESTER	82.8	f 9.48			s 4.55		f 9.45	10.07	3.08	**12.50**	**2.14**	
		3.6 WILBUR	79.2	f 9.37			s 4.47		f 9.36	9.59	2.58	12.25	1.50	
	D	5.0 SUTHERLIN	74.2	s 9.25			s 4.36		s 9.25	9.49	f 2.46	12.05PM	**1.25**	
		1.0 WHITMORE (Spur)	73.2											
	DN	1.7 OAKLAND	71.5	s **9.15**			s 4.27		s 9.16	9.42	f 2.36	11.50AM	1.10	
		1.4 YOUNGS (No Siding)	70.1											
		4.9 ISADORA	65.2	f 8.56			f 4.13		f 9.02	9.30	2.22	11.10	12.50	
		2.1 RICE HILL	63.1	f **8.50**			f 4.08		8.56	9.25	2.16	11.00	12.40	
Automatic Block	D	6.2 YONCALLA	56.9	s 8.33			s 3.47		f 8.38	9.10	1.58	**10.25**	12.05PM	
		2.4 DEVORE	54.5											
	DN	2.9 DRAIN	51.6	8.25 ¶ 8.05			s **3.35**		s 8.25	9.00	s **1.42**	10.00	11.40AM	
		1.2 KREWSON (Spur)	50.4											
		1.5 LEONA	48.9	f 7.54			f 3.25		f 8.15	8.52	1.32	9.35	11.20	
		1.5 SAFLEY	47.4	7.49			3.21		8.11	8.49	1.29	**9.23**	**11.10**	
		2.0 ANLAUF	45.4	f 7.44			f 3.16		f 8.05	8.45	1.26	8.50	11.00	
		0.9 CURTIN	44.5	7.42			3.13		8.03	8.43	1.24	8.48	10.57	
	D	1.8 COMSTOCK	42.7	f 7.38			f 3.08		f 8.00	8.40	1.21	**8.43**	10.50	
		4.0 DIVIDE	38.7	f 7.26			f 2.56		f 7.50	8.30	1.11	8.15	10.30	
		1.0 VEATCH (Spur)	37.7											
		2.1 LATHAM	35.6	f 7.16			f 2.46		f 7.43	8.24	1.03	8.00	10.05	
	DN	1.5 **COTTAGE GROVE**	34.1	s 7.13			s 2.42		s 7.40	8.21	f 1.00	7.55	**9.56**	
Autom. Block		2.6 SAGINAW (Spur)	31.5	f 7.05			f 2.32		s 7.30	8.13	12.52	7.45	9.25	
		1.5 WALKER	30.0	f 7.01			f 2.29		f 7.26	8.10	12.49	7.40	**9.18**	
	D	4.9 ORESWELL	25.1	f 6.52			f 2.20		s 7.14	8.01	f 12.40	7.20	8.50	
		3.4 MATHEWS (Spur)	21.7											
Automatic Block		2.0 GOSHEN	19.7	f 6.40			f **2.10**		s 7.03	7.53	f 12.32	7.00	8.30	
		3.4 **SPRINGFIELD JCT.**	16.3	f 6.33	7.30AM		f 2.00	2.40PM	f 6.55	7.46	12.25	6.45	8.10	7.10AM
		2.0 E. S. CROSSING	14.3											
	DNR	1.0 **EUGENE**	13.3	s 6.25	7.20AM	s 12.01PM	s **1.50**	**2.30**PM	s 6.48	s 7.41	s 12.20	6.30	7.50	7.00AM
		1.2 BLAIR	12.1	6.14		11.57AM	1.35		6.39	7.36	12.14	6.15	7.30	
		4.5 IRVING	7.6	f 6.06		11.51	f 1.29		s **6.33**	7.30	12.08AM	6.05	7.20	
		6.9 SWAIN	0.7	**5.55**		11.40	1.18		6.23	7.20	11.58PM	**5.55**	7.05	
	DNR	0.7 **JUNCTION CITY**	0.0	5.52AM		11.38AM	1.15PM		6.20PM	7.17PM	11.55PM	5.42AM	7.00AM	
		(88.0)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Monday	Leave Daily Ex. Sunday
		Time over District Average speed per hour		(4.13) 26.95	(0.10) 18.00	(0.23) 34.70	(3.55) 22.47	(0.10) 18.00	(3.40) 24.00	(3.03) 28.85	(3.25) 25.76	(7.35) 11.58	(8.00) 11.00	(0.10) 18.00

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72). Exceptions: Nos. 12, 14, 16 and 18 are superior to Nos. 91 and 93.

No. 19 will stop on flag at Luper M. P. 655.1.

No. 23 will stop to pick up passengers east of Eugene for stations on Coos Bay Line.

JUNCTION CITY SUBDIVISION

Eastward

FROM SAN FRANCISCO

Time Table No. 93

July 15, 1917

Capacity of Passing Sidings in cars and location of Scales, Water, Fuel and Turning Stations.	SECOND CLASS								FIRST CLASS									Distance from San Francisco via Marysville		
	222	238	232	244	226	88	234	228	14	84	142	24	18	12	28	10	16			
	Portland Fast Freight	Way Freight	Way Freight	Way Freight	Way Freight	Mixed	Way Freight	Way Freight	Portland Express	Passenger	Tillamook Passenger	Passenger	Portland Passenger	Shasta Limited	Willamette Limited	Silverton Passenger	Oregon Express			
	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Mon., Wed., Fri.	Leave Daily	Leave Daily	Leave Daily Ex. Monday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		STATIONS	
114 WTF	7.30PM							1.00AM	5.55PM			2.13PM	11.15AM	10.17AM			3.50AM	660.6	DNR **JUNCTION CITY**	
48 P	7.45							1.35	f **6.05**			f 2.21	s **11.25**	10.26			4.00	665.1	D HARRISBURG	4.5
10	7.55							1.45	f 6.10			2.25	f 11.30	10.31			4.06	668.2	ALFORD (Spur)	3.1
77	8.05							2.00	6.14			2.29	11.34	10.35			**4.11**	670.7	FOLK	2.5
47	8.15							2.30	f 6.19			f 2.34	s 11.41	10.40			4.16	673.8	N HALSEY	3.1
104	8.30							**3.36**	f 6.27			2.41	s 11.51AM	10.47			4.25	679.0	D SHEDD	5.2
102	8.50							4.00	f **6.40**			2.48	s 12.01PM	**10.55**			4.34	684.6	TANGENT	5.6
P	9.05			2.00PM		11.24AM		4.20	6.50	6.42PM		2.55	12.11	11.03	8.11AM		4.43	689.7	R **ALBANY JCT.**	5.1
75 WYFOP	**9.30**			2.05PM		s 11.29AM		**4.25** **5.30**	s **7.05**	s 6.47PM		s 3.01	¶12.15 12.35	s 11.08	s 8.20		s 4.45 4.50	690.9	DNR **ALBANY**	1.2
48	9.45							6.00	f 7.15			3.09	f 12.45	11.16	f 8.30		5.00	695.4	MILLERSBURG	4.5
46	10.05							6.20	f 7.24			3.15	s 12.55	11.22	f 8.40		5.09	699.5	D JEFFERSON	4.1
77	**10.32**							6.40	f **7.33**			3.22	s 1.04	**11.29**	f 8.50		5.18	704.2	D MARION	4.7
78	11.00							7.05	f 7.45			3.31	s 1.14	11.40	f 9.01		5.28	710.7	D TURNER	6.5
									f 7.50			3.35	f 1.19	11.44	f 9.06		5.33	713.3	STATE SCHOOL (No Siding)	2.6
77 P	11.15							7.30	7.58			3.41	1.25	11.50	9.14		5.39	717.4	SOUTH SALEM	4.1
117 WYOP	11.30							8.00	s 8.07			s 3.46	s 1.35	s 11.55	s 9.20		s 5.46	718.2	DNR **SALEM**	.08
	11.33							8.05	8.09			3.48	1.37	11.57AM	9.22		5.48	718.8	LEMROCK	0.6
	11.50PM							8.10	8.12			3.50	f 1.40	12.01PM	9.25		5.51	720.3	FAIR GROUNDS	1.5
19	12.10AM							8.20	f 8.17			3.54	s 1.46	12.05	f 9.30		5.56	723.3	CHEMAWA	3.0
75	12.25							8.35	f 8.23			**4.00**	s 1.53	12.11	f **9.39**		6.01	726.9	BROOKS	3.6
28	12.40							8.50	f 8.34			4.08	s 2.03	12.20	f 9.49		6.11	732.1	D GERVAIS	5.2
77	12.45							8.55	8.39			**4.12**	2.06	12.23	9.53		6.16	734.5	SOUTH WOODBURN	2.4
141 WYFP	1.00				11.00AM			9.00AM	s 8.42			s 4.16	s 2.16	12.26	s **10.08**	7.05AM	s 6.20	735.2	DNR **WOODBURN**	0.7
49	1.25				11.30				f 8.50			4.22	s 2.24	12.32	f 10.16	s 7.12	6.27	738.8	D HUBBARD	3.6
77	1.35				11.45AM				8.55			4.27	**2.28**	12.36	10.21	7.20	6.33	741.6	HITO	2.8
18	1.45				12.10PM				f 9.00			4.31	s 2.33	12.39	f 10.24	s 7.26	6.37	743.2	D AURORA	1.6
36 W	1.50				**12.43**				f 9.05			4.35	s 2.38	**12.43**	f 10.28	s 7.31	6.41	745.2	BARLOW	2.0
39	2.00				**1.10** 2.00				s **9.09**			f 4.40	s 2.43	**12.46**	s 10.31	s 7.35	6.43	746.8	DN **CANBY**	1.6
	2.32				2.10				9.11			**4.45**	2.45	12.47	10.33	7.37	6.44	747.3	FLANDER	0.5
4	2.40				2.25				9.16			4.50	s 2.50	12.52	10.38	s 7.45	6.50	750.1	NEW ERA (Spur)	2.8
34	2.45				**2.55**				9.18			4.52	**2.55**	12.54	10.40	f 7.47	6.52	750.8	COALCA	0.7
31	2.55				3.20				9.23			**4.56**	3.00	12.58	**10.44**	7.50	6.57	752.9	PULP	2.1
41 W	3.05				**3.30** **4.48**				s **9.30**			s 5.02	s 3.08	1.05	s 10.50	s 7.58	s 7.06	755.5	DN OREGON CITY	2.6
I																		756.1	W. V. S. CROSSING	0.6
5	3.15								9.34			5.06	f 3.13	1.09	10.54	f 8.03	7.11	757.3	PARK PLACE (Spur)	1.2
57	3.30				**5.13**				f 9.41			**5.13**	s 3.22	1.15	f 11.01	s **8.08**	f 7.20	760.0	CLACKAMAS	2.7
9																		761.0	HASKELL	1.0
48	3.40				**6.40**				9.47			5.20	3.29	1.22	11.10	f 8.15	**7.29**	764.1	EAST MILWAUKIE	3.1
P	3.45	6.15PM	3.15PM		6.45		4.16AM		9.49		5.04PM	5.23	3.31	1.24	11.12	8.17	7.31	765.2	**WILLSBURG JCT.**	1.1
6	3.50	6.17	3.17		6.55		4.18		9.50		5.05	5.24	3.32	1.25	11.13	f 8.18	7.32	765.6	WILLSBURG (Spur)	0.4
155 WFTO	4.00AM	**6.25PM**	3.25PM		7.00PM		4.30AM		9.53		5.11	5.27	3.38	1.28	11.19	**8.21**	7.35	767.5	DNR **BROOKLYN**	1.9
									10.01		5.19	5.35	3.46	1.36	11.27	**8.29**	7.43	769.2	CLAY STREET	1.7
									s 10.05		s 5.22	s 5.40	s **3.50**	s 1.39	s 11.30	s **8.35**	s 7.47	769.7	EAST MORRISON ST.	0.5
I									s 10.15PM		s 5.30PM	s 5.50PM	s **4.00PM**	s 1.50PM	s 11.40AM	s 8.45AM	s **8.00AM**	771.0	DNR **PORTLAND**	1.3
	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Mon., Wed., Fri.	Arrive Daily	Arrive Daily	Arrive Daily Ex. Monday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(110.4)	
	(8.30) 12.99	(0.12) 11.50	(0.10) 14.22	(0.05) 14.40	(8.00) 5.00	(0.05) 14.40	(0.14) 9.86	(8.00) 9.33	(4.20) 25.48	(0.05) 14.10	(0.26) 13.38	(3.37) 30.52	(4.15) 25.00	(3.33) 31.09	(3.29) 23.34	(1.40) 21.00	(4.10) 26.49	..........Time over District ....Average speed per hour		

Auto. Blk.

Automatic Block Signals

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72). Exceptions: Nos. 16, 10, 28, 12, 18 and 24 are superior to No. 141; No. 142 is superior to Nos. 23, 15, 19, 11 and 27; Nos. 12, 18 and 24 are superior to No. 81; No. 16 is superior to No. 27; Main Line first class trains are superior to Falls City and Mollalla Branch first class trains.

Nos. 14 and 16 will make non-schedule stops to discharge passengers from points west of Cottage Grove; No. 14 from Yaquina Branch; No. 28 from Yaquina-Mill City, Falls City, Salem-Geer, Lebanon and Woodburn-Springfield Branches.
No. 24 stop to discharge passengers east of Eugene from stations on Coos Bay Line; stop at stations Woodburn to Portland to discharge passengers from stations on Woodburn-Springfield Branch.
No. will stop on signal at Brooklyn to pick up or discharge shipments of company baggage and mail. No. 28 will reduces peed, passing Brooklyn, sufficiently to permit of company mail exchange.

JUNCTION CITY SUBDIVISION

TOWARD SAN FRANCISCO

Westward

	Time Table No. 93 July 15, 1917	Distance from Portland	FIRST CLASS										SECOND CLASS							
			17	81	23	15	141	19	11	27	9	13	243	225	231	237	85	227	221	233
			Ashland Passenger	Passenger	Passenger	California Express	Tillamook Passenger	Roseburg Passenger	Shasta Limited	Willamette Limited	Silverton Passenger	SanFrancisco Express	Way Freight	Way Freight	Way Freight	Way Freight	Mixed	Way Freight	Portland Fast Freight	Way Freight
	STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Tues., Thurs., Sat.	Arrive Daily	Arrive Daily Ex. Sunday	Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday
DNR	**JUNCTION CITY**	110.4	s 5.47AM		s 11.34AM	s 1.10PM		s 6.14PM	7.13PM			s 11.50PM						12.01AM	5.15AM	
D	4.5 HARRISBURG	105.9	f 5.37		f **11.25**	f 1.02		s **6.05**	7.05			**11.42**						**11.42PM**	4.30	
	3.1 ALFORD (Spur)	102.8	f 5.31		11.20	f 12.56		f 5.57	7.00			11.37						11.10	4.18	
	2.5 FOLK	100.3	5.26		11.15	12.52		5.51	6.56			11.33						11.00	**4.11**	
N	3.1 HALSEY	97.2	f 5.22		f 11.10	f 12.47		s 5.45	6.52			11.28						10.40	4.00	
D	5.2 SHEDD	92.0	f 5.13		11.03	f 12.37		s 5.35	6.46			11.19						10.00	**3.36**	
	5.6 TANGENT	86.4	f 5.04		**10.55**	f 12.27		s 5.26	**6.40**			11.10						9.50	3.00	
R	5.1 **ALBANY JCT.**	81.3	4.55	6.44AM	10.48	12.19		5.17	6.30	7.07PM		11.02	6.05AM				1.05PM	9.35	2.40	
DNR	1.2 **ALBANY**	80.1	4.53 s **4.43**	6.40AM	s 10.46	s **12.15PM**		s 5.15	s 6.28	s **7.05**		s 11.00	6.00AM				1.00PM	**9.30**	2.30	
	4.5 MILLERSBURG	75.6	f 4.35		10.36	f 11.52AM		f 5.02	6.18	f 6.52		10.46						8.10	1.50	
D	4.1 JEFFERSON	71.5	f 4.26		10.30	f 11.42		s 4.55	6.12	f 6.44		10.40						7.55	1.35	
D	4.7 MARION	66.8	f 4.17		10.23	f **11.29**		s 4.47	6.05	f 6.36		**10.32**						**7.33**	1.20	
D	6.5 TURNER	60.3	f 4.06		10.13	f 11.15		s 4.37	5.55	f 6.25		10.21						6.50	1.00	
	2.6 STATE SCHOOL (No Siding)	57.7	f 3.59		10.08	f 11.05		s 4.30	5.50	f 6.20		10.16								
Auto.Blk.	4.1 SOUTH SALEM	53.6	3.50		10.03	10.55		4.22	5.45	**6.12**		10.10						**6.12**	12.35	
DNR	0.8 **SALEM**	52.8	s 3.48		s 10.01	s 10.50		s 4.20	s 5.43	s 6.10		s 10.08						6.00	12.01AM	
	0.6 LEMROCK	52.2	3.36		9.53	10.43		4.14	5.35	6.04		10.01						5.56	11.54PM	
	1.5 FAIR GROUNDS	50.7	3.33		9.50	10.40		4.11	5.32	6.01		9.58						5.40	**11.50**	
	3.0 CHEMAWA	47.7	f 3.28		9.45	f 10.35		4.06	**5.27**	f 5.56		9.53						**5.27**	11.40	
	3.6 BROOKS	44.1	f 3.21		**9.39**	f 10.26		s **4.00**	5.21	f 5.50		9.48						4.55	11.30	
D	5.2 GERVAIS	38.9	f 3.10		9.30	f 10.16		s 3.47	5.13	f 5.40		9.40						4.30	11.10	
	2.4 SOUTH WOODBURN	36.5	3.05		9.27	10.10		3.42	5.09	5.34		9.35						**4.12**	11.00	
DNR	0.7 **WOODBURN**	35.8	s 3.03		s 9.25	s **10.08**		s 3.39	5.07	s 5.32	s 7.45PM	s 9.33		3.00PM				4.01PM	10.45	
D	3.6 HUBBARD	32.2	f 2.55		9.18	f 9.57		s 3.27	5.01	f 5.24	s 7.37	9.25		2.45					10.25	
Automatic Block Signals	2.8 HITO	29.4	2.50		9.14	9.49		3.20	4.57	5.19	7.32	9.20		**2.28**					10.18	
D	1.6 AURORA	27.8	f 2.45		9.11	s 9.44		s 3.15	4.54	f 5.15	s 7.28	9.16		2.10					10.10	
	2.0 BARLOW	25.8	f 2.38		9.07	f 9.37		s 3.09	4.50	f 5.11	s 7.23	9.11		1.40					10.05	
DN	1.6 **CANBY**	24.2	f 2.35		9.03	s 9.32		s 3.05	4.47	s 5.08	s 7.19	**9.09**		1.10 **12.15**					9.55	
	0.5 FLANDER	23.7	**2.32**		9.02	9.30		3.03	**4.45**	5.06	7.17	9.05		12.10PM					9.53	
	2.8 NEW ERA (Spur)	20.9	f 2.26		8.56	f 9.22		s 2.57	4.41	f 5.02	s 7.11	8.59		11.50AM					9.42	
	0.7 COALCA	20.2	2.24		8.55	9.20		f **2.55**	4.40	5.00	f 7.10	8.57		11.30					9.40	
	2.1 PULP	18.1	2.19		8.50	9.15		2.50	4.36	**4.56**	7.05	8.52		**10.44**					9.35	
DN	2.6 OREGON CITY	15.5	s 2.13		s **8.45**	s **9.10**		s 2.44	**4.31**	s **4.48**	s 7.00	s 8.48		10.00 **8.35**					**9.30**	
	0.6 W. V. S. CROSSING	14.9																		
	1.2 PARK PLACE (Spur)	13.7	2.07		8.37	9.01		2.37	4.27	4.40	f 6.53	8.41		8.20					9.09	
	2.7 CLACKAMAS	11.0	f 2.01		8.33	f 8.56		s 2.32	4.22	f 4.35	s 6.47	8.35		**8.08**					9.01	
	1.0 HASKELL	10.0																		
	3.1 EAST MILWAUKIE	6.9	1.53		8.27	8.48		f 2.25	4.16	4.27	f **6.40**	8.28		**7.29**					8.53	
	1.1 **WILLSBURG JCT.**	5.8	1.51		8.25	8.46	8.54AM	2.23	4.14	4.24	6.38	8.25		7.06	9.06AM	10.06AM			8.50	11.57PM
	0.4 WILLSBURG (Spur)	5.4	1.50		8.24	8.45	8.53	f 2.22	4.13	4.23	f 6.37	8.24		7.05	9.05	10.05				11.56
DNR	1.9 **BROOKLYN**	3.5	1.47		**8.21**	8.41	8.47	2.18	4.09	4.20	**6.33**	8.20		7.00AM	9.00AM	10.00AM			8.45PM	11.50PM
	1.7 CLAY ST.	1.8	1.39		8.11	**8.31**	8.38	2.09	3.59	4.11	6.24	8.11								
	0.5 EAST MORRISON ST.	1.3	s 1.38		s 8.10	s 8.30	s **8.37**	s 2.08	**3.58**	s 4.10	s 6.23	s 8.10								
DNR	1.3 **PORTLAND**	0.0	1.30AM		**8.00AM**	8.20AM	8.30AM	2.00PM	3.50PM	**4.00PM**	6.15PM	8.00PM								
	110.4		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Tues., Thurs., Sat.	Leave Daily	Leave Daily Ex. Sunday	Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday
	Time over District		(4.17)	(0.04)	(0.24)	(3.34)	(4.50)	(4.14)	(3.23)	(3.07)	(1.30)	(3.50)	(0.05)	(8.00)	(0.06)	(0.06)	(0.05)	(8.00)	(8.30)	(0.07)
	Average speed per hour		26.82	17.48	14.46	30.95	22.84	26.08	32.33	26.09	23.87	28.80	14.40	5.00	23.00	23.00	14.40	9.33	12.58	19.68

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72). Exceptions: 16, 10, 28, 12, 18 and 24 are superior to No. 141; No. 142 is superior to Nos. 23, 15, 19, 11 and 27; Nos. 12, 18 and 24 are superior to No. 81; No. 16 is superior to No. 27: Main Line first class trains are superior to Molalla and Falls City Branch first class trains. No. 23 stop State Street Salem. No. 23 stop to pick up passengers east of Eugene for stations on Coos Bay Line. No. 13 stop at Chemawa to discharge passengers from Portland and East.

Eastward FROM SAN FRANCISCO JUNCTION CITY SUBDIVISION—Yaquina Branch TOWARD SAN FRANCISCO Westward

Capacity of Passing Sidings in cars and location of Scales, Water, Fuel, Telephone and Turning Stations.		SECOND CLASS		FIRST CLASS						Distance from San Francisco		Time Table No. 93 July 15, 1917	Distance from Albany	FIRST CLASS					SECOND CLASS		
		274	264	410	408	414	406	402	404					403	413	401	405	409	273	263	267
		Way Freight	Way Freight	Mixed	Mixed	Passenger	Passenger	Passenger	Passenger					Mixed	Passenger	Passenger	Passenger	Passenger	Way Freight	Way Freight	Freight
		Lv. Mon., Wed., Fri.	Lv. Tues., Thur., Sat.	Leave Daily	Leave Daily	Leave Daily	Leave Sun. only	Lv. Daily Ex. Sun.	Leave Daily			STATIONS		Arrive Daily	Arrive Daily	Ar. Daily Ex. Sun.	Arrive Sun. only	Arrive Daily	Arrive Tue., Thur., Sat.	Ar. Mon., Wed., Fri.	Arrive Daily
20	WTF		8.00AM					7.50AM		774.3	DR	YAQUINA	83.4			s 5.30PM				2.55PM	
								f 7.56		772.3		2.0 OYSTERVILLE (No Sdg.)	81.4			f 5.23					
								f 8.03		769.4		2.9 MOODY (No Siding)	78.5			f 5.16					
4								8.10		766.6		2.8 ALTREE (Spur)	75.7			5.08					
19			8.40					s 8.16		765.6	D	1.0 TOLEDO	74.7			s 5.05				2.00	
								f 8.30		759.3		6.3 STORRS (No Siding)	68.4			f 4.43					
6			9.20					f 8.41		756.5		2.8 ELK CITY (Spur)	65.6			f 4.37				12.45	
4			9.32					f 8.48		753.8		2.7 MORRISON (Spur)	62.9			f 4.29				12.30	
13			9.45					f 8.56		750.6		3.2 CHITWOOD	59.7			f 4.19				12.10PM	
12			10.20					f 9.11		745.2		5.4 EDDYVILLE	54.3			f 4.04				11.45AM	
11	W		10.50					f 9.29		738.9		6.3 NORTONS (Spur)	48.0			s 3.45				11.10	
17	TP		11.10					s 9.45		733.7		5.2 NASHVILLE	42.8			f 3.30				10.40	
13			11.50AM					s10.07		728.5	D	5.2 SUMMIT	37.6			s 3.08				10.07	
10								f10.13		726.0		2.5 DEVITT	35.1			f 2.58					
6								10.17		724.8		1.2 CONGER	33.9			2.53					
12			12.10PM					10.23		723.2		1.6 BLODGETT	32.3			f 2.48				9.20	
4	W							f10.26		722.0		1.2 ALDER (Spur)	31.1			f 2.40					
								f10.35		718.4		3.6 HARRIS (No Siding)	27.5			f 2.31					
17			12.40					f10.44		715.9		2.5 WRENS	25.0			f 2.25				8.50	
3			1.05					f10.55		710.3		5.6 NOON (Spur)	19.4			f 2.04					
17								10.58		709.4		0.9 FLYNN	18.5			2.02					
21	W		2.00	8.20PM				s11.05	7.15AM	708.5	DR	0.9 **PHILOMATH**	17.6	s 7.05AM		s 2.00		s 8.10PM		8.20	
	WYF	2.50PM	2.50	s 8.45	6.05PM	2.15PM	11.30AM	s11.30	s 7.40	703.4	DR	5.1 **CORVALLIS**	12.5	s 6.45	s11.30AM	s 1.40	s 1.35PM	s 7.55	7.35AM	7.40	10.00AM
	P	2.55	2.55	s 8.50	s 6.12	s 2.25	s11.38	s11.38	s 7.45	702.2	R	1.2 **CORVALLIS JCT.**	11.3	s 6.30	s11.20	s 1.25	s 1.25	s 7.45	7.30	7.30	9.50
25	P	3.10	3.10	f 9.05	f 6.25	f 2.35	f11.48	f11.48	f 7.55	697.1		5.1 —(Branch Cross'g) GRANGER	6.2	f 6.15	f11.05	s 1.10	f 1.10	f 7.35	7.15	7.15	9.35
2				f 9.13	f 6.33	f 2.44	f11.56AM	f11.56AM	f 8.03	692.6		4.5 NORTH ALBANY (Spur)	1.7	f 6.03	f10.55	f 1.00	f 1.00	f 7.25			
										691.5		1.1 O. E. CROSSING	0.6								
	WTYOF	3.30PM	3.30PM	s 9.25PM	s 6.45PM	s 2.55PM	s12.03PM	s12.03PM	s 8.10AM	690.9	DNR	0.6 **ALBANY**	0.0	5.55AM	10.50AM	12.55PM	12.55PM	7.20PM	6.55AM	6.55AM	9.15AM
												(83.4)									
		Ar. Mon., Wed., Fri.	Ar. Tues., Thur., Sat.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Sun. only	Ar. Daily Ex. Sun.	Arrive Daily					Leave Daily	Leave Daily	Lv. Daily Ex. Sun.	Leave Sun. only	Leave Daily	Lv. Tues. Thur., Sat.	Lv. Mon., Wed., Fri.	Leave Daily
		(0.40) 18.75	(7.30) 11.14	(1.05) 16.25	(0.40) 18.75	(0.40) 18.75	(0.33) 22.73	(4.13) 19.78	(0.55) 18.87			Time over District Average speed per hour		(1.10) 15.00	(0.40) 18.75	(4.35) 18.20	(0.40) 18.75	(0.50) 20.71	(0.40) 18.75	(8.00) 10.43	(0.45) 16.67

Westward trains are superior to trains of the same class in the opposite direction (see rule 72). **Exceptions: No. 352 is superior to Nos. 401 and 405.**

See page 16 for additional trains between Corvallis and Corvallis Jct.

Eastward FROM SAN FRANCISCO JUNCTION CITY SUBDIVISION—Tallman Branch TOWARD SAN FRANCISCO Westward

Capacity of Passing Sidings in cars and location of Scales, Water, Fuel, Telephone and Turning Stations.		SECOND CLASS		FIRST CLASS		Distance from San Francisco		Time Table No. 93 July 15, 1917	Distance from Albany Jct.	FIRST CLASS		SECOND CLASS	
		244	88	84	28					81	27	243	85
		Way Freight	Mixed	Passenger	Willamette Limited					Passenger	Willamette Limited	Way Freight	Mixed
		Leave Mon., Wed., Fri.	Leave Daily	Leave Daily	Leave Daily			STATIONS		Arrive Daily	Arrive Daily	Arrive Tues., Thurs., Sat.	Arrive Daily
16	Y	1.30PM	11.00AM	6.23PM	7.46AM	697.3	R	**TALLMAN**	7.6	s 7.04AM	s 7.28PM	6.35AM	s 1.27PM
		1.35	f11.02	f 6.25	f 7.48	696.4		0.9 CRANOR (No Siding)	6.7	f 7.00	f 7.26	6.30	f 1.25
14		1.38	f11.05	f 6.28	f 7.51	695.4		1.0 GOLTRA	5.7	f 6.57	f 7.22	6.27	f 1.22
11		1.44	f11.09	f 6.32	f 7.57	693.7		1.7 FRY	4.0	f 6.53	f 7.18	6.21	f 1.17
11		1.51	f11.17	f 6.37	f 8.03	691.5		2.2 FROMAN	1.8	f 6.48	f 7.13	6.14	f 1.11
		2.00PM	11.23AM	6.42PM	8.10AM	689.7	R	1.8 **ALBANY JCT.**	0.0	6.44AM	7.08PM	6.05AM	1.05PM
								(7.6)					
		Arrive Mon., Wed., Fri.	Arrive Daily	Arrive Daily	Arrive Daily					Leave Daily	Leave Daily	Leave Tues., Thurs., Sat.	Leave Daily
		(0.30) 15.81	(0.23) 19.83	(0.19) 23.01	(0.24) 19.00			Time over District Average speed per hour		(0.20) 22.80	(0.20) 22.80	(0.30) 15.81	(0.22) 20.73

Westward trains are superior to trains of the same class in the opposite direction (see rule 72).

Eastward FROM SAN FRANCISCO JUNCTION CITY SUBDIVISION—Mill City Branch TOWARD SAN FRANCISCO Westward

Capacity of Passing Sidings in cars and location of Scales, Water, Fuel, Telephones and Turning Stations.	SECOND CLASS						FIRST CLASS			Distance from San Francisco		Time Table No. 93 July 15, 1917 STATIONS	Distance from Albany	FIRST CLASS			SECOND CLASS					
						270 Way Freight Leave Daily Ex. Sunday		442 Passenger Leave Daily Ex. Sunday	444 Passenger Leave Daily					441 Passenger Arrive Daily Ex. Sunday	443 Passenger Arrive Daily		269 Way Freight Arrive Daily Ex. Sunday					
17 P										748.2		**HOOVER** (Spur)	57.3									
28 TP						8.40AM		11.40AM		745.9	DR	2.3 **DETROIT**	55.0	s 11.20AM			2.10PM					
10						8.50		f 11.45		744.1		1.8 BREITENBUSH (Spur)	53.2	f 11.13			12.50PM					
								f 11.47		743.4		0.7 BERRY (No Siding)	52.5	f 11.10								
31						9.15		f **11.59AM**		740.8		2.6 HALLS (Spur)	49.9	f 11.01			**11.59AM**					
10						9.20		12.03PM		740.1		0.7 GRANITE MOUNTAIN	49.2	10.57								
22								12.10		738.0		2.1 ENDER	47.1	10.50								
4 P						9.50		s 12.25		733.8		4.2 NIAGARA (Spur)	42.9	s 10.35			11.20					
								f 12.34		731.4		2.4 MINTO (No Siding)	40.5	f 10.27								
2								12.38		730.3		1.1 SCHROEDER (Spur)	39.4	10.23								
24						**10.20** **11.00AM**		s 12.41		729.5		0.8 GATES	38.6	s **10.20**			**11.00**					
33 YP						12.25PM		s 12.58	6.50AM	726.6	DR	2.9 MILL CITY	35.7	s 10.10	s 6.45PM		10.20					
17								f 1.05	f 6.55	725.1		1.5 POTTER (Spur)	34.2	f 10.03	f 6.36							
9						12.45		s 1.09	s 7.00	723.6		1.5 GOOCH (Spur)	32.7	s 9.58	s 6.31		10.05					
5						12.50		f 1.13	f 7.04	722.5		1.1 FOX VALLEY (Spur)	31.6	f 9.54	f 6.27		10.00					
17 W						1.10		s 1.23	s 7.13	719.3		3.2 LYONS	28.4	s **9.44**	s 6.15		**9.44**					
4								f 1.35	f 7.24	715.4		3.9 WILLIAMS (Spur)	24.5	f 9.34	f 6.03							
3								1.36	7.25	715.2		0.2 PAYNE (Spur)	24.3	9.32	6.02							
4								1.43	7.32	713.1		2.1 KIPHART (Spur)	22.2	9.25	5.56							
14						**1.51**		s **1.51**	s 7.40	710.9		2.2 KINGSTON	20.0	s 9.18	s 5.50		8.55					
								f 1.56	f 7.45	709.2		1.7 LEFFLER (No Siding)	18.3	f 9.13	f 5.42							
9 W						3.00		s 2.09	s 8.03	705.0		4.2 **SHELBURN** (W. S.Bch. Crsg.)	14.1	s 9.01	s 5.28		8.30					
24						3.25		s 2.17	s **8.11**	702.6		2.4 MUNKERS	11.7	s 8.54	s 5.21		**8.11**					
5						3.40		s 2.25	s 8.20	700.3		2.3 THOMAS (Spur)	9.4	s 8.47	s 5.15		7.55					
6						3.45		f 2.30	f 8.25	699.6		0.7 SOUTH SANTIAM (Spur)	8.7	f 8.45	f 5.12		7.52					
5						4.00		f 2.40	f **8.38**	697.4		2.2 BUSSARD (Spur)	6.5	f **8.38**	f 5.05		7.40					
WTYOF						4.35PM		s 2.55PM	s 8.58AM	690.9	DNR	6.5 **ALBANY**	0.0	8.20AM	4.45PM		7.15AM					
						Arrive Daily Ex. Sunday		Arrive Daily Ex. Sunday	Arrive Daily			57.3		Leave Daily Ex. Sunday	Leave Daily		Leave Daily Ex. Sunday					
						(7.55) 6.95		(3.15) 16.92	(2.08) 16.73			..........Time over District.......... ....Average speed per hour..........		(3.00) 18.33	(2.00) 17.85		(6.55) 7.95					

Westward trains are superior to trains of the same class in the opposite direction (see Rule **72**). ADDITIONAL FLAG STOPS: Knox Butte, M.P. 695.4, Renner, M.P. 698.7, Forbes 713.8, Livesay 728.2.

Eastward FROM SAN FRANCISCO JUNCTION CITY SUBDIVISION—Molalla Branch TOWARD SAN FRANCISCO Westward

Capacity of Passing Sidings in cars and location of scales, water, fuel and Turning Stations.	FIRST CLASS									Distance from San Francisco		Time Table No. 93 July 15, 1917 STATIONS	Distance from Canby	FIRST CLASS								
								58 Passenger Leave Daily	56 Mixed Leave Daily					55 Mixed Arrive Daily	57 Passenger Arrive Daily							
80 WT								1.45PM	8.10AM	757.6	DR	**MOLALLA**	10.8	s 11.05AM	s 3.40PM							
28								s 1.53	s 8.20	754.6		3.0 LIBERAL	7.8	s 10.57	s 3.32							
										754.5		0.1 W. V. S. CROSSING	7.7									
15										752.9		1.6 PATROL	6.1									
4								f 2.00	f 8.30	752.2		0.7 RAMES	5.4	f 10.50	f 3.25							
8								f	f	751.3		0.9 SCOTT (Spur)	4.5	f	f							
8								f 2.06	f 8.40	749.6		1.7 KRAFT (Spur)	2.8	f 10.44	f 3.19							
39 Y								s 2.15PM	s 8.50AM	746.8	DR	2.8 **CANBY**	0.0	10.35AM	3.10PM							
								Arrive Daily	Arrive Daily			10.8		Leave Daily	Leave Daily							
								(0.30) 21.60	(0.40) 16.20			..........Time over District.......... ....Average speed per hour..........		(0.30) 21.60	(0.30) 21.60							

Westward trains are superior to trains of the same class in the opposite direction (see Rule **72**). ADDITIONAL FLAG STOP: M. P. 752.9.

JUNCTION CITY SUBDIVISION—Newberg Branch

Eastward

FROM SAN FRANCISCO

FIRST CLASS

Capacity of Sidings in cars and location of Scales, Water, Fuel, Telephone and Turning Stations.	322	320	142	352	318	360	316	358	314	312	354	310	308	306	356	304	302	362	Distance from San Francisco		Time Table No. 93 July 15, 1917
	Tualatin Electric	Oswego Electric	Tillamook Passenger	East Side Electric	Oswego Electric	Dundee Electric	Oswego Electric	McMinnville Electric	Oswego Electric	Oswego Electric	East Side Electric	Oswego Electric	Oswego Electric	Cook Electric	McMinnville Electric	Oswego Electric	Cook Electric	Newberg Electric			
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Sunday Only			STATIONS
23 PFYE				3.22PM				12.51PM			8.42AM				6.11AM				738.0		ST. JOSEPH
19 PE				s 3.26				s 12.54			s 8.46				s 6.14				739.5	D	1.5 LAFAYETTE
				f 3.30				f 12.58			f 8.51				f 6.18				741.4		1.9 OAK LAWN (No Siding)
10 PE				s 3.33				s 1.00			s 8.53				s 6.20				742.1		0.7 DAYTON
				f 3.37				f 1.03			f 8.57				f 6.23				743.4		1.3 CRAWFORD (No Siding)
15 PE				s 3.43		**2.15PM**		s 1.08			s 9.03				s 6.28				746.1	R	2.7 **DUNDEE**
PE				3.47		2.20		1.12			**9.07**				6.32				748.3		2.2 FIRST ST.
PE				s 3.53		s 2.25		s 1.17			s 9.10				s 6.37			**1.00AM**	748.7 748.5	DR	0.4 (S. L. Co. Csg.) **NEWBERG**
E				3.56		2.28		1.20			9.14				6.40			1.03	749.3 749.1		0.6 MERIDIAN
15 PWE				s 3.59		s 2.31		s 1.23			s 9.17				s 6.43			s 1.05	750.8		1.5 SPRINGBROOK
3																			751.7		0.9 WEB (Spur)
12 PE				s 4.06		s 2.37		f 1.29			s 9.23				f 6.49			f 1.11	753.0		1.3 REX
12 PE				f 4.09		f 2.40		f 1.32			f 9.26				f 6.52			f 1.14	754.3		1.3 CHEHALEM
11 E				f 4.10		f 2.41		f 1.33			f 9.27				f 6.53			f 1.15	754.7		0.4 VOTAW
7				s 4.14		s 2.44		s 1.36			s 9.30				s 6.56			s 1.18	756.1		1.4 MIDDLETON (Spur)
25 PE				s 4.20		s 2.48		s **1.40**			s 9.34				s 7.00			s 1.21	757.6	D	1.5 SHERWOOD
4				4.22		2.50		1.43			9.36				7.03			1.23	758.9		1.3 FORD (Spur)
4				f 4.23		f 2.52		f 1.45			f 9.37				f 7.05			f 1.25	759.5		0.6 CIPOLE (Spur)
7				f 4.25		f 2.54		f 1.47			f 9.39				f 7.07			f 1.26	760.5		1.0 HERRMAN (Spur)
20 PE	**7.10PM**			s 4.29		s 2.56		s 1.50			s 9.42				s 7.10			s 1.28	762.0	R	1.5 **TUALATIN**
	f			f		f		f			f				f			f	762.4		0.4 GALBREATH (No Siding)
PYWE	s 7.15		**4.46PM**	s **4.36**		s 3.01		s 1.55			s **9.48**			**7.46AM**	s 7.15		**5.55AM**	s 1.32	764.0	R	1.6 **COOK**
51 E	f 7.16		f 4.47	f 4.37		f 3.02		f 1.56			f 9.49			f 7.47	f 7.16		f 5.56	f 1.33	764.5		0.5 BRYANT
	f		f	f		f		f			f			f	f		f	f	765.4		0.9 GOODIN
25 PE	s 7.25	**5.45PM**	s 4.55	s 4.45	**4.25PM**	s 3.10	**2.35PM**	s 2.05	**1.20PM**	11.07AM	s 9.58	**9.45AM**	**8.30AM**	s 7.54	s 7.25	**7.10AM**	s 6.05	s 1.40AM	767.8	Automatic Block DR	2.4 **OSWEGO**
P	f 7.26	f 5.46	4.56PM	4.46	f 4.26	f 3.11	f 2.36	f 2.06	f 1.21	f 11.08	9.59	f 9.46	f 8.31	f 7.55	7.26	f 7.11	f 6.06		768.1		0.3 WILSONIA (No Siding)
	f	f			f	f	f	f	f	f		f	f	f		f	f		768.6		0.5 BRIARWOOD (No Siding)
2 E	f 7.28	f 5.48		4.48	f 4.28	f 3.13	f 2.38	f 2.08	f 1.23	f 11.10	10.01	f 9.48	f 8.33	f 7.57	7.28	f 7.13	f 6.08		768.8		0.2 ROCK SPUR (Spur)
7 PE	f 7.30	f 5.52		4.51	f 4.32	f 3.16	f 2.40	f 2.12	f 1.27	f 11.12	10.03	f 9.51	f 8.36	f 8.00	7.30	f 7.16	f 6.10		769.4		0.6 ELK ROCK (Spur)
	f	f			f	f	f	f	f	f		f	f	f		f	f		769.6		0.2 RIVERWOOD (No Siding)
10 PE	f 7.31	f 5.53		4.52	f 4.33	f 3.17	f 2.41	f 2.13	f 1.28	f 11.13	**10.04**	f 9.52	f 8.37	f **8.03**	**7.31**	f 7.17	f 6.11		769.9		0.3 RIVERA
	f 7.32	f 5.54		4.53	f 4.34	f 3.18	f 2.42	f 2.14	f 1.29	f 11.14	10.05	f 9.53	f 8.38	f 8.05	7.32	f 7.18	f 6.12		770.1		0.2 RIVERDALE (No Siding)
	f 7.33	f 5.55		4.54	f 4.35	f 3.19	f 2.43	f 2.15	f 1.30	f 11.15	10.06	f 9.54	f 8.39	f 8.06	7.33	f 7.19	f 6.13		770.4		0.3 EWAHWE (No Siding)
18 PE	f 7.35	f **5.58**		4.56	f 4.37	f 3.21	f 2.45	f **2.18**	f 1.33	f 11.17	10.08	f **9.57**	f 8.42	f **8.10**	7.35	f **7.22**	f 6.15		771.3		0.9 CEMETERY
	f 7.37	f 6.00		4.58	f 4.40	3.22	f 2.46	2.20	f 1.35	f 11.18	10.09	f 9.59	f 8.44	f 8.12	7.36	f 7.24	f 6.16		771.9		0.6 FULTON (No Siding)
2	f 7.38	f 6.01		4.59	f 4.41	3.23	f 2.47	2.21	f 1.36	f 11.19	10.10	f 10.00	f 8.45	f 8.13	7.37	f 7.25	f 6.17		772.3		0.4 SOUTHERN PORTLAND
10 PE	f 7.40	f 6.04		5.01	f 4.44	3.25	f 2.49	2.24	f 1.39	f 11.21	10.12	f 10.03	f 8.48	f 8.15	7.39	f 7.28	f 6.19		773.1		0.8 (Spur) ZIMMERMAN (Spur)
6	f 7.41	f 6.05		5.02	f 4.45	f 3.26	f 2.50	f 2.25	f 1.40	f 11.22	10.13	f 10.04	f 8.49	f 8.16	7.40	f 7.29	f 6.20		773.3		0.2 MULBOX (Spur)
11 PE	f 7.43	f 6.06		5.04	f 4.47	f 3.27	f 2.52	f 2.27	f 1.42	f 11.23	10.15	f 10.06	f 8.51	f 8.17	f 7.41	f 7.31	f 6.21		774.1		0.8 TURNTABLE
25 PE	s 7.46	s 6.10		s 5.09	s 4.50	s 3.30	s 2.55	s 2.30	s 1.45	s 11.26	s 10.20	s 10.10	s 8.55	s 8.20	s **7.45**	s 7.35	s 6.25		774.8	D	0.7 **JEFFERSON ST.**
	s 7.49	s **6.13**		s **5.12**	s 4.54	s **3.33**	s 2.58	s **2.33**	s 1.48	s 11.29	s **10.23**	s 10.13	s 8.58	s 8.23	s **7.48**	s **7.38**	s 6.28		775.1		0.3 **4TH & JEFFERSON STS.**
	s 7.52	s 6.16		s 5.15	s 4.57	s 3.36	s 3.01	s 2.36	s 1.51	s 11.32	s 10.26	s 10.16	s 9.01	s 8.26	s 7.51	s 7.41	s 6.31		775.6		0.5 **WASHINGTON ST.** (City Stn.)
	s **7.55PM**	s **6.20PM**		5.16	s **5.00PM**	**3.38**	3.02	2.37	s **1.55PM**	11.33	**10.27**	s **10.20AM**	s **9.05AM**	8.27	**7.52**	s **7.45AM**	s **6.35AM**		775.8		0.2 **ANKENY ST.**
PE				s **5.25PM**		s **3.45PM**	s 3.10PM	s 2.45PM		s 11.40AM	s 10.35AM			s 8.35AM	s 8.00AM				776.2	DNR	0.4 **PORTLAND**
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Sunday Only			(38.2)
	(0.50) 16.56	(0.35) 13.71	(0.10) 24.60	(2.03) 18.63	(0.35) 13.71	(1.30) 20.07	(0.35) 14.40	(1.54) 20.11	(0.35) 13.71	(0.33) 17.85	(1.53) 20.28	(0.35) 13.71	(0.35) 13.71	(0.49) 14.94	(1.49) 21.03	(0.35) 13.71	(0.40) 17.70	(0.40) 28.65			........Time over District ....Average speed per hour

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72).

See pages 11 and 12 for additional trains between Portland and St. Joseph and pages 14 and 15 for additional trains between Portland and 4th and Jefferson Sts. All trains stop for passengers at Salmon, Yamhill, Burnside and Flanders Sts., Portland, and on Flag at Lake Grove M. P. 765.0, Jean M. P. 763.5, Pacific College, and Main St., Newberg; Oswego, Cook and Tualatin locals at Jones. When No. 356 leaves Oswego ahead of No. 304, No. 356 will stop on flag at all stations Oswego to Jefferson St. E—Electrified sidings.

JUNCTION CITY SUBDIVISION—Newberg Branch

TOWARD SAN FRANCISCO

Westward

FIRST CLASS

	Time Table No. 93 July 15, 1917 STATIONS	Distance from Portland	301 Cook Electric Arrive Daily Ex. Sunday	303 Oswego Electric Arrive Daily Ex. Sunday	305 Cook Electric Arrive Daily	351 East Side Electric Arrive Daily	141 Tillamook Passenger Arrive Daily	307 Oswego Electric Arrive Daily	309 Oswego Electric Arrive Daily	355 McMinnville Electric Arrive Daily	311 Oswego Electric Arrive Daily	313 Oswego Electric Arrive Daily	359 Dundee Electric Arrive Daily	315 Oswego Electric Arrive Daily	317 Oswego Electric Arrive Daily	353 East Side Electric Arrive Daily	319 Oswego Electric Arrive Daily	357 McMinnville Electric Arrive Daily	321 Tualatin Electric Arrive Daily	323 Oswego Electric Arrive Daily
	ST. JOSEPH	38.2				s **9.29AM**				s11.28AM						s 5.48PM		s 7.23PM		
D	1.5 LAFAYETTE	36.7				s 9.25				s11.24						s 5.44		s 7.18		
	1.9 OAK LAWN (No Siding)	34.8				f 9.21				f11.19						f 5.39		f 7.14		
	0.7 DAYTON	34.1				s 9.19				s11.17						s 5.37		s 7.13		
	1.3 CRAWFORD (No Siding)	32.8				f 9.16				f11.14						f 5.34		f 7.09		
R	2.7 **DUNDEE**	30.1				s 9.12				s**11.10**			s **2.13PM**			s 5.30		s 7.05		
	2.2 FIRST ST.	27.7 27.9				**9.07**				11.05			2.08			5.26		7.01		
DR	0.4 (S. L. Co. Csg.) **NEWBERG**	27.5 27.5				s 9.03				s11.02			s 2.05			s 5.23		s 6.58		
	0.6 MERIDIAN	26.9				8.57				10.58			2.01			5.16		6.54		
	1.5 SPRINGBROOK	25.4				s 8.55				s**10.56**			s 1.59			s 5.14		s 6.52		
	0.9 WEB (Spur)	24.5																		
	1.3 REX	23.2				s 8.47				f10.49			f 1.52			s 5.07		f 6.45		
	1.3 CHEHALEM	21.9				f 8.42				f10.45			f 1.48			f 5.03		f 6.42		
	0.4 VOTAW	21.5				f 8.41				f10.44			f 1.47			f 5.02		f 6.41		
	1.4 MIDDLETON (Spur)	20.1				s 8.37				s10.40			s 1.44			s 4.58		s 6.37		
D	1.5 SHERWOOD	18.6				s 8.33				s10.36			s **1.40**			s 4.54		s 6.33		
	1.3 FORD (Spur)	17.3				8.28				10.32			1.36			4.50		6.29		
	0.6 CIPOLE (Spur)	16.7				f 8.26				f10.30			f 1.34			f 4.48		f 6.27		
	1.0 HERRMAN (Spur)	15.7				f 8.24				f10.28			f 1.32			f 4.46		f 6.25		
R	1.5 **TUALATIN**	14.2				s 8.22				s10.26			s 1.30			s 4.42		s 6.23	s **7.05PM**	
	0.4 GALBREATH (No Siding)	13.8				f				f			f			f		f	f	
R	1.6 **COOK**	12.2	s **5.53AM**		s **7.45AM**	s 8.18	s9.14AM			s10.22			s 1.26			s **4.36**		s 6.19	s 7.00	
	0.5 BRYANT	11.7	f 5.52		f 7.44	f 8.17	f9.13			f10.20			f 1.25			f 4.34		f 6.18	f 6.59	
	0.9 GOODIN	10.8	f		f	f	f			f			f			f		f	f	
Automatic Block DNR	2.4 **OSWEGO**	8.4	5.45AM	s **7.05AM**	s 7.38	s 8.10	s9.05	s **8.25AM**	s **9.40AM**	s10.12	s10.50AM	s12.45PM	s **1.18**	s **2.30PM**	s 4.08PM	s **4.25**	s **5.40PM**	s 6.10	s 6.53	s 8.30PM
	0.3 WILSONIA (No Siding)	8.1		f 7.04	f 7.36	8.08	9.03AM	f 8.23	f 9.39	f10.10	f10.48	f12.44	f 1.16	f 2.29	f 4.06	4.23	f 5.39	f 6.08	f 6.51	f 8.28
	0.5 BRIARWOOD (No Siding)	7.6		f	f			f	f	f	f	f	f	f	f		f	f	f	f
	0.2 ROCK SPUR (Spur)	7.4		f 7.01	f 7.34	8.06		f 8.20	f 9.37	f10.08	f10.45	f12.41	f 1.13	f 2.27	f 4.03	4.22	f 5.37	f 6.05	f 6.49	f 8.25
	0.6 ELK ROCK (Spur)	6.8		f 6.58	f 7.32	8.04		f 8.16	f 9.34	f10.05	f10.43	f12.38	f 1.11	f 2.24	f 4.01	4.20	f 5.33	f 6.03	f 6.46	f 8.23
	0.2 RIVERWOOD (No Siding)	6.6		f	f			f	f	f	f	f	f	f	f		f	f	f	f
	0.3 RIVERA	6.3		f 6.57	f **7.31**	**8.03**		f 8.15	f 9.33	f**10.04**	f10.42	f12.37	f 1.10	f 2.23	f 4.00	4.19	f 5.32	f 6.02	f 6.45	f 8.22
	0.2 RIVERDALE (No Siding)	6.1		f 6.56	f 7.26	8.02		f 8.14	f 9.32	f10.01	f10.41	f12.36	f 1.09	f 2.22	f 3.59	4.18	f 5.31	f 6.01	f 6.44	f 8.21
	0.3 EWAHWE (No Siding)	5.8		f 6.55	f 7.25	8.01		f 8.13	f 9.31	f10.00	f10.40	f12.35	f 1.08	f 2.21	f 3.58	4.17	f 5.30	f 6.00	f 6.43	f 8.20
	0.9 CEMETERY	4.9		f 6.53	f **7.22**	7.59		f **8.10**	f 9.28	f **9.57**	f10.37	f12.33	f 1.06	f **2.18**	f 3.56	4.15	f 5.27	f **5.58**	f 6.40	f 8.18
	0.6 FULTON (No Siding)	4.3		f 6.52	f 7.19	7.58		f 8.08	f 9.27	9.55	f10.36	f12.31	1.05	f 2.15	f 3.55	4.14	f 5.25	5.56	f 6.38	f 8.17
	0.4 SOUTHERN PORTLAND (Spur)	3.9		f 6.51	f 7.18	7.57		f 8.07	f 9.26	9.54	f10.35	f12.30	1.04	f 2.14	f 3.54	4.13	f 5.24	5.55	f 6.37	f 8.16
	0.8 ZIMMERMAN (Spur)	3.1		f 6.49	f 7.16	7.55		f 8.05	f 9.24	9.52	f10.33	f12.28	1.02	f 2.11	f 3.52	4.12	f 5.21	5.53	f 6.35	f 8.14
	0.2 MULBOX (Spur)	2.9		f 6.48	f 7.15	7.54		f 8.04	f 9.23	f 9.51	f10.32	f12.27	f 1.01	f 2.10	f 3.51	4.11	f 5.20	f 5.52	f 6.34	f 8.13
	0.8 TURNTABLE	2.1		f 6.47	f 7.13	7.53		f 8.02	f 9.22	f 9.50	f10.30	f12.25	f 1.00	f 2.08	f 3.50	4.10	f 5.18	f 5.50	f 6.32	f 8.12
D	0.7 **JEFFERSON ST.**	1.4		s 6.45	s 7.10	s **7.50**		s 7.59	s 9.20	s 9.48	s10.28	s12.23	s12.58	s 2.05	s 3.48	s 4.08	s **5.15**	s 5.48	s 6.30	s 8.10
	0.3 **4TH & JEFFERSON STS.**	1.1		f 6.40	f 7.05	f **7.43**		f **7.55**	f 9.15	f 9.43	f**10.25**	f12.18	f12.53	f 2.00	f **3.43**	f 4.03	f **5.10**	f **5.43**	f 6.25	f 8.05
	0.5 **WASHINGTON ST.** (City St.)	0.6		s 6.38	s 7.03	s 7.41		s 7.53	s 9.13	s 9.41	s10.23	s12.16	s12.51	s 1.58	s 3.41	s 4.01	s 5.08	s 5.41	s 6.23	s 8.03
	0.2 **ANKENY ST.**	0.4		**6.35AM**	**7.00AM**	**7.38**		**7.50AM**	**9.10AM**	9.38	**10.20AM**	12.13	12.48	**1.55PM**	**3.38**	3.58	**5.05PM**	**5.38**	**6.20PM**	**8.00PM**
DNR	0.4 **PORTLAND**	0.0				7.35AM				9.35AM		12.10PM	12.45PM		3.35PM	**3.55PM**		**5.35PM**		
	(38.2)		Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	Time over District		(0.8)	(0.30)	(0.45)	(1.54)	(0.11)	(0.35)	(0.30)	(1.53)	(0.30)	(0.35)	(1.28)	(0.35)	(0.33)	(1.53)	(0.35)	(1.48)	(0.45)	(0.30)
	Average speed per hour		28.50	16.00	16.27	20.11	22.36	13.71	16.00	20.28	16.00	14.40	20.52	13.71	15.28	20.28	13.71	21.22	16.18	16.00

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72). See pages 10 and 12 for additional trains between Portland and St. Joseph and pages 14 and 15 for additional trains between Portland and 4th and Jefferson Sts. All trains stop for passengers at Flanders, Burnside, and Salmon Sts., Portland, and on flag at Lake Grove M. P. 765.0, Jean M. P. 763.5, Pacific College, and Main St., Newberg; Oswego, Cook and Tualatin locals and No. 357 at Jones. E—Electrified sidings.

JUNCTION CITY SUBDIVISION—Newberg Branch.

Eastward FROM SAN FRANCISCO | TOWARD SAN FRANCISCO Westward

Capacity of Passing Sidings in cars and location of Scales, Water, Fuel, Telephone and Turning Stations.	SECOND CLASS 238 Way Freight Leave Daily Ex. Sunday	SECOND CLASS 232 Way Freight Leave Daily Ex. Sunday	SECOND CLASS 234 Way Freight Leave Daily Ex. Monday	FIRST CLASS 326 Cook Electric Leave Daily	FIRST CLASS 324 Oswego Electric Leave Daily	Distance from San Francisco		Time Table No. 93 July 15, 1917 STATIONS	Distance from Portland	FIRST CLASS 325 Cook Electric Arrive Daily	FIRST CLASS 327 Oswego Electric Arrive Daily Ex. Sunday	FIRST CLASS 361 Newberg Electric Arrive Sunday Only	SECOND CLASS 233 Way Freight Arrive Daily Ex. Monday	SECOND CLASS 231 Way Freight Arrive Daily Ex. Sunday	SECOND CLASS 237 Way Freight Arrive Daily Ex. Sunday
23 PFYE		10.30AM				738.0		**ST. JOSEPH**	38.2					12.20PM	
19 PE		10.35				739.5	D	1.5 LAFAYETTE	36.7					12.15	
		10.40				741.4		1.9 OAK LAWN (No Siding)	34.8					12.07	
10 PE		10.45				742.1		0.7 DAYTON	34.1					12.05PM	
		10.50				743.4		1.3 CRAWFORD (No Siding)	32.8					11.55AM	
15 PE		**11.10**				746.1	R	2.7 **DUNDEE**	30.1					11.45	
PE		**11.35AM**				748.3		2.2 FIRST ST. (S. L. Co. Csg.)	27.7 27.9					**11.35**	
PE		12.01PM				748.7 748.5	DR	0.4 **NEWBERG**	27.5 27.5			s **12.55AM**		11.30	
E		12.05				749.3 749.1		0.6 MERIDIAN	26.9			12.50		11.10	
15 PWE		12.15				750.8		1.5 SPRINGBROOK	25.4			s 12.48		**10.56**	
3						751.7		0.9 WEB (Spur)	24.5						
12 PE		12.35				753.0		1.3 REX	23.2			f 12.40		10.35	
12 PE		12.43				754.3		1.3 CHEHALEM	21.9			f 12.37		10.30	
11 E		12.45				754.7		0.4 VOTAW	21.5			f 12.36		10.25	
7		12.55				756.1		1.4 MIDDLETON (Spur)	20.1			s 12.32		10.20	
25 PE		**1.40**				757.6	D	1.5 SHERWOOD	18.6			s 12.28		10.15	
4		1.53				758.9		1.3 FORD (Spur)	17.3			12.24		10.06	
4		1.56				759.5		0.6 CIPOLE (Spur)	16.7			f 12.22		10.04	
7		1.59				760.5		1.0 HERRMAN (Spur)	15.7			f 12.20		10.01	
20 PE		2.05				762.0	R	1.5 **TUALATIN**	14.2			s 12.18		9.58	
						762.4		0.4 GALBREATH (No Siding)	13.8			f			
PWYE	5.35PM	2.27	3.11AM	**10.30PM**		764.0	R	1.6 **COOK**	12.2	s **10.28PM**		s 12.14	12.30AM	**9.48**	10.40AM
51 E	5.40	2.30	3.13	f 10.31		764.5		0.5 BRYANT	11.7	f 10.27		f 12.13	12.29	9.40	10.38
				f		765.4		0.9 GOODIN	10.8	f		f			
25 PE	5.55	2.54	3.44	s 10.40	8.50PM	767.8	DNR	2.4 **OSWEGO**	8.4	s 10.19	s 12.05AM	s 12.05	12.18	9.25	10.25
P	5.57PM	2.55PM	3.45AM	f 10.41	f 8.51	768.1		0.3 WILSONIA (No Siding)	8.1	f 10.17	f 12.04	f 12.03	12.14AM	9.20AM	10.20AM
				f	f	768.6		0.5 BRIARWOOD (No Siding)	7.6	f	f	f			
2 E				f 10.43	f 8.53	768.8		0.2 ROCK SPUR (Spur)	7.4	f 10.15	f 12.01AM	f 12.01AM			
7 PE				f 10.45	f 8.55	769.4		0.6 ELK ROCK (Spur)	6.8	f 10.13	f 11.58PM	f 11.58PM			
				f	f	769.6		0.2 RIVERWOOD (No Siding)	6.6	f	f	f			
10 PE				f 10.46	f 8.56	769.9		0.3 RIVERA	6.3	f 10.12	f 11.57	f 11.57			
				f 10.47	f 8.57	770.1		0.2 RIVERDALE (No Siding)	6.1	f 10.11	f 11.56	f 11.56			
				f 10.48	f 8.58	770.4		0.3 EWAHWE (No Siding)	5.8	f 10.10	f 11.55	f 11.55			
18 PE				f 10.50	f 9.00	771.3		0.9 CEMETERY	4.9	f 10.08	f 11.53	f 11.53			
				f 10.51	f 9.01	771.9		0.6 FULTON (No Siding)	4.3	f 10.07	f 11.52	f 11.52			
2				f 10.52	f 9.02	772.3		0.4 SOUTHERN PORTLAND (Spur)	3.9	f 10.06	f 11.51	f 11.51			
10 PE				f 10.54	f 9.04	773.1		0.8 ZIMMERMAN (Spur)	3.1	f 10.04	f 11.49	f 11.49			
6				f 10.55	f 9.05	773.3		0.2 MULBOX (Spur)	2.9	f 10.03	f 11.48	f 11.48			
11 PE				f 10.56	f 9.06	774.1		0.8 TURNTABLE	2.1	f 10.02	f 11.47	f 11.47			
25 PE				s 11.00	s 9.10	774.8	D	0.7 **JEFFERSON ST.**	1.4	s 10.00	s 11.45	s 11.45			
				s 11.03	s 9.13	775.1		0.3 **4TH & JEFFERSON STS.**	1.1	f 9.55	f 11.40	f 11.40			
				s 11.06	s 9.16	775.6		0.5 **WASHINGTON ST.** (City Stn.)	0.6	s 9.53	s 11.38	s 11.38			
				11.07	s 9.20PM	775.8		0.2 **ANKENY ST.**	0.4	9.50PM	11.35	11.35			
PE				s **11.15PM**		776.2	DNR	0.4 **PORTLAND**	0.0		11.30PM	11.30PM			
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Monday	Arrive Daily	Arrive Daily			(38.2)		Leave Daily	Leave Daily Ex. Saturday	Leave Satur. Only	Leave Daily Ex. Monday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday
	(0.22) 11.18	(4.25) 6.82	(0.34) 7.24	(0.45) 16.26	(0.30) 16.00			……Time over District…… ……Average speed per hour……		(0.38) 18.63	(0.35) 14.40	(1.25) 19.41	(0.16) 15.38	(3.00) 10.03	(0.20) 12.30

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72). See pages 10 and 11 for additional trains between Portland and St. Joseph and pages 14 and 15 for additional trains between Portland and 4th and Jefferson Sts. All trains stop for passengers at Flanders, Burnside and Salmon Sts., and eastward trains at Yamhill St., Portland, and on flag at Jean M. P. 763.5, Pacific College and Main St., Newberg, Lake Grove M. P. 765.0, and Oswego locals at Jones.
E—Electrified sidings.

JUNCTION CITY SUBDIVISION—Airlie Branch

Eastward — FROM SAN FRANCISCO — TOWARD SAN FRANCISCO — Westward

Capacity of Passing Sidings in cars and location of Scales, Water, Fuel and Turning Stations		SECOND CLASS	SECOND CLASS	FIRST CLASS	FIRST CLASS	FIRST CLASS	FIRST CLASS	Distance from San Francisco		Time Table No. 93 July 15, 1917	Distance from Whiteson	FIRST CLASS	FIRST CLASS	FIRST CLASS	FIRST CLASS	SECOND CLASS	SECOND CLASS
		236 Way Freight Leave Daily Ex. Sunday	212 Way Freight Leave Daily Ex. Sunday	380 Passenger Leave Daily	168 Motor Leave Daily	102 Dallas Passenger Leave Daily	104 Willamina Passenger Leave Daily			STATIONS		101 Dallas Passenger Arrive Daily	377 Passenger Arrive Daily	165 Motor Arrive Daily	103 Willamina Passenger Arrive Daily	211 Way Freight Arrive Daily Ex. Sunday	235 Way Freight Arrive Daily Ex. Sunday
10	T		8.30AM		3.45PM			766.8	R	**AIRLIE**	36.1			s 3.40PM		8.00AM	
20					f 3.49			765.4		1.4 **CRISP**	34.7			f 3.34			
3			8.37		f 3.53			764.1		1.3 SIMPSON (Spur)	33.4			f 3.30		7.50	
								763.7		0.4 V. & S. CROSSING	33.0						
					f			763.1		0.6 PUTNAM (No Siding)	32.4			f			
7			8.48		f 4.01			761.3		1.8 LUKIAMUTE (Spur)	30.6			f 3.21		7.40	
9	Y		9.05		s 4.13			757.5	D	3.8 **MONMOUTH**	26.8			s 3.10		7.25	
					f 4.22			754.6		2.9 MULKEY (No Siding)	23.9			f 3.00			
					f 4.24			753.9		0.7 SUPERIOR (No Siding)	23.2			f 2.58			
								750.8		3.1 F. C. BRANCH CROSSING	20.1						
26	WY	5.00PM	9.30AM		s 4.40PM	1.50PM		750.4	DR	0.4 **DALLAS**	19.7	s 10.55AM		2.45PM		7.00AM	4.15PM
9		5.15				f 2.00		747.2		3.2 POLK	16.5	f 10.43					4.00
16		5.27				f 2.10		744.4		2.8 SMITHFIELD	13.7	f 10.32					3.45
12		5.45				s 2.23		739.9		4.5 PERRYDALE	9.2	s 10.20					3.25
	Y	5.55		4.41PM		s 2.31	7.56AM	737.7	R	2.2 **BROADMEAD**	7.0	s 10.13	s 10.23AM		s 6.31PM		3.15PM 11.20AM
7		6.00		f 4.42		f 2.32	f 7.57	737.2		0.5 WINCH (Spur)	6.5	f 10.09	f 10.19		f 6.28		11.15
4		6.10		f 4.47		f 2.37	f 8.02	735.1		2.1 HARRISON (Spur)	4.4	f 10.04	f 10.14		f 6.23		11.05
22		6.20		f 4.49		f 2.39	f 8.04	734.3		0.8 BRIEDWELL	3.6	f 10.01	f 10.11		f 6.20		11.00
4		6.35		f 4.55		f 2.45	f 8.10	732.0		2.3 HOLMES (Spur)	1.3	f 9.54	f 10.04		f 6.14		10.50
16	WYE	6.40PM		s 5.00PM		s 2.50PM	s 8.15AM	730.7	DR	1.3 **WHITESON**	0.0	9.50AM	10.00AM		6.10PM		10.45AM
		Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(36.1)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday
		(1.40) 11.82	(1.00) 16.40	(0.19) 22.11	(0.55) 17.89	(1.00) 19.70	(0.19) 22.11			....Time over District.... ....Average speed per hour....		(1.05) 18.18	(0.23) 18.26	(0.55) 17.89	(0.21) 20.00	(1.00) 16.40	(1.35) 12.44

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72).

Nos. 211 and 212 will carry passengers. ADDITIONAL FLAG STOPS: Road Crossing 752-4; Road Crossing 759-5. E—Electrified sidings.

JUNCTION CITY SUBDIVISION—Willamina Branch

Eastward — FROM SAN FRANCISCO — TOWARD SAN FRANCISCO — Westward

Capacity of Passing Sidings in cars and location of scales, water, feul, telephone and turning stations.		SECOND CLASS	FIRST CLASS	FIRST CLASS	FIRST CLASS	Distance from San Francisco		Time Table No. 93 July 15, 1917	Distance from Broadmead	FIRST CLASS	FIRST CLASS	FIRST CLASS	SECOND CLASS
		250 Way Freight Leave Daily Ex. Sunday	380 Passenger Leave Daily	378 Passenger Leave Daily	104 Willamina Passenger Leave Daily			STATIONS		377 Passenger Arrive Daily	379 Passenger Arrive Daily	103 Willamina Passenger Arrive Daily	249 Way Freight Arrive Daily Ex. Sunday
25	WY	1.50PM	4.00PM	1.40PM	7.15AM	749.3	DR	**WILLAMINA**	11.6	s 11.05AM	s 3.20PM	s 7.15PM	12.25PM
			f	f	f	747.4		1.9 RIVERSIDE (No. Siding)	9.7	f	f	f	
3			f 4.10	f 1.50	f 7.25	746.3		1.1 SHIPLEY (Spur)	8.6	f 10.52	f 3.07	f 7.02	
21		2.15	s 4.20	s 2.00	s 7.35	744.7	D	1.6 SHERIDAN	7.0	s 10.47	s 3.02	s 6.57	12.05PM
2			f	f	f	742.1		2.6 WABASH (Spur)	4.4	f	f	f	
15		2.45	s 4.33	s 2.13	s 7.48	740.5		1.6 BALLSTON	2.8	s 10.33	s 2.45	s 6.40	11.35AM
6			f	f	f	738.9		1.6 TUCKER (Spur)	1.2	f	f	f	
5	Y	2.55PM	s 4.40PM	s 2.20PM	s 7.55AM	737.7	R	1.2 **BROADMEAD**	0.0	10.24AM	2.35PM	6.32PM	11.25AM
		Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily			11.6		Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday
		(1.05) 10.71	(0.40) 17.40	(0.40) 17.40	(0.40) 17.40			....Time over District.... ....Average speed per hour....		(0.41) 16.98	(0.45) 15.46	(0.43) 16.19	(1.00) 11.60

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72). Exceptions: No. 378 is superior to No. 379.

ADDITIONAL FLAG STOPS: Brown's Crossing 748-4.

JUNCTION CITY SUBDIVISION—West Side Branch

Eastward

FROM SAN FRANCISCO

Time Table No. 93

July 15, 1917

Capacity of Passing Sidings in cars and location of Scales, Water, Fuel, Telephone and Turning Stations.	SECOND CLASS				FIRST CLASS															Distance from San Francisco		STATIONS	
	234 Way Freight	236 Way Freight	238 Way Freight	232 Way Freight	118 Forest Grove Electric	110 Whiteson Electric	142 Tillamook Passenger	116 Forest Grove Electric	102 West Side Electric	352 East Side Electric	108 McMinnville Electric	358 McMinnville Electric	114 Forest Grove Electric	104 West Side Electric	354 East Side Electric	106 McMinnville Electric	112 Forest Grove Electric	120 Reedville Electric	356 McMinnville Electric				
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				
16 PWYE		6.50PM		10.00AM		5.15PM			3.15PM	3.05PM				8.35AM	8.25AM					730.7	DR	WHITESON	4.2
50 PE	8.30PM	7.00PM		10.15		s 5.30			s 3.25	s 3.15	1.10PM	12.45PM		s 8.45	s 8.35	6.30AM			6.05AM	734.9	DR	McMINNVILLE	3.1
22 PFYE	8.47			10.25AM		f 5.39			f 3.31	s 3.21PM	f 1.16	s 12.50PM		f 8.51	s 8.41AM	f 6.35			s 6.10AM	738.0		ST. JOSEPH	4.2
30 PE	9.05					s 5.46			s 3.40		s 1.24			s 8.58		s 6.42				742.2	D	CARLTON	1.7
3						f					f			f		f				743.9		BATAN (Spur)	1.7
20 PE	9.15					s 5.52			s 3.49		s 1.30			s 9.06		s 6.47				745.6		YAMHILL	2.4
14 PE	9.25					f 5.57			s 3.55		f 1.35			s 9.12		f 6.52				748.0		COVE ORCHARD	2.7
11 PE	9.35					f 6.02			f 4.01		f 1.40			f 9.17		f 6.57				750.7		WAPATO (Spur)	2.4
17 PWE	9.45					s 6.07			s 4.07		s 1.45			s 9.23		s 7.01				753.1	D	GASTON	0.7
31 PE	9.50					f 6.09			s 4.09		f 1.46			s 9.25		f 7.02				753.8		PATTON	1.1
20	9.55					f 6.11			f 4.11		f 1.48			s 9.28		f 7.04				754.9		SEGHERS (Spur)	2.0
21 PE	10.05					s 6.15			s 4.15		s 1.52			s 9.33		s 7.08				756.9		DILLEY	0.9
E	10.10					6.16			4.16		1.53			9.34		7.09				757.8		DETOUR	0.3
						f					f			f		f				758.1		RETLAW (No Siding)	0.9
10 PE	11.10				9.35PM	s 6.22		3.40PM	s 4.22		s 2.00		12.35PM	s 9.41		s 7.20	6.35AM			759.0 758.5	DR	FOREST GROVE	1.3
					f	f		f	f		f		f	f		f	f			760.3		EDDY (No Siding)	0.5
PE	11.15				f 9.38	f 6.25		f 3.43	4.27		f 2.04		f 12.38	f 9.44		f 7.24	f 6.38			760.8 760.1		CATCHING	0.9
28 PE	11.20				s 9.40	s 6.27		s 3.45	s 4.29		s 2.06		s 12.40	s 9.47		s 7.26	s 6.40			761.7		CORNELIUS	1.0
					f	f		f			f		f	f		f	f			762.7		KILLGORE (No Siding)	0.9
3 PE					f 9.43	f 6.30		f 3.48	4.32		f 2.09		f 12.43	f 9.50		f 7.29	f 6.43			763.6		JOBE	1.3
PE	11.30PM				9.45	6.33		3.50	4.36		2.11		12.45	9.53		7.31	6.45			764.9		RANGE	0.9
75 PYEW	12.05AM		4.20PM		s 9.50	s 6.40	4.07PM	s 3.55	s 4.45		s 2.16		s 12.50	s 10.03		s 7.36	s 6.50			765.8 765.2	DNR	HILLSBORO (O.E.Crossing)	0.8
PE	12.09		4.27		9.53	6.44	4.09	3.58	4.48		2.19		12.53	10.07		7.40	6.53			766.6 765.6		TILLAMOOK JCT. (O.E.Crossing)	1.2
7 PE	12.12		4.30		f 9.55	f 6.46	4.11	f 4.00	4.51		f 2.21		f 12.56	f 10.10		f 7.43	f 6.56			767.8		NEWTON (Spur)	1.0
	12.15		4.33		f 9.57	f 6.48	4.13	f 4.02	4.53		f 2.23		f 12.58	f 10.12		f 7.45	f 6.58			768.8		MATSON (No Siding)	0.7
	12.17		4.35		f 9.58	f 6.49	4.14	f 4.03	4.55		f 2.24		f 12.59	f 10.13		f 7.46	f 6.59			769.5		WITCH HAZEL (No Siding)	1.4
33 PE	12.25		4.40		s 10.00	s 6.52	4.18	s 4.06	s 4.58		s 2.27		s 1.02	s 10.17		s 7.50	s 7.02	6.10AM		770.9	R	REEDVILLE	1.5
9 PE	12.30		4.45		f 10.03	f 6.56	4.21	f 4.09	s 5.02		f 2.30		f 1.05	s 10.20		s 7.54	f 7.05	f 6.13		772.4		ALOHA	0.6
7 PE	12.35		4.47		f 10.05	f 6.58	4.22	f 4.12	s 5.04		f 2.32		f 1.07	s 10.22		s 7.57	f 7.07	f 6.14		773.0		HUBER	1.1
4	12.40		4.50		f 10.07	f 7.00	4.24	f 4.14	f 5.06		f 2.34		f 1.09	f 10.24		f 8.00	f 7.09	f 6.16		774.1		ST. MARYS (Spur)	1.3
18 PEWI	1.15AM		4.55PM		s 10.11	s 7.05	s 4.27PM	s 4.17	s 5.11		s 2.38		s 1.12	s 10.29		s 8.05	s 7.12	s 6.20		775.4	DNR	BEAVERTON	2.1 —(O.E. Crossing)
2					s 10.15	s 7.10		s 4.22	s 5.16		s 2.43		s 1.17	f 10.34		s 8.10	s 7.17	s 6.25		777.5		RALEIGH (Spur)	1.0
6 E					f 10.17	f 7.12		f 4.24	5.18		f 2.45		f 1.19	f 10.36		f 8.12	f 7.19	f 6.27		778.5		OLSEN (Spur)	0.3
6 PE					f 10.18	f 7.13		f 4.25	f 5.19		f 2.47		f 1.20	f 10.37		f 8.13	f 7.20	f 6.28		778.8		SHATTUCK (Spur)	0.6
					f	f		f			f		f			f	f	f		779.4		WOODROW (No Siding)	1.0
					f	f		f	f		f		f	f		f	f	f		780.4		DOSCH (No Siding)	0.5
21 PE					s 10.23	s 7.18		s 4.30	s 5.25		s 2.52		s 1.25	s 10.42		s 8.18	s 7.25	s 6.33		780.9		BERTHA	1.2
					f	f		f			f		f	f		f	f	f		782.1		3RD & MILES STS. (No Siding)	1.6
13 PE					f 10.29	f 7.24		f 4.36	f 5.31		f 2.58		f 1.31	f 10.48		f 8.24	f 7.31	f 6.39		783.7		BANCROFT	0.8
					f	f		f	f		f		f	f		f	f	f		784.5		HOOKER ST. (No Siding)	0.8
					s 10.37	s 7.31		s 4.42	s 5.37		s 3.05		s 1.37	s 10.56		s 8.31	s 7.37	s 6.47		785.3		4TH & JEFFERSON STS.	0.5
					s 10.40	s 7.34		s 4.45	s 5.40		s 3.08		s 1.40	s 10.59		s 8.34	s 7.40	s 6.50		785.8		WASHINGTON ST. (City Stn.)	0.2
					10.41	7.36		4.46	5.43		3.11		1.41	11.03		8.36	7.41	s 6.55AM		786.0		ANKENY ST.	0.4
PE					s 10.50PM	s 7.45PM		s 4.55PM	s 5.50PM		s 3.20PM		s 1.50PM	s 11.10AM		s 8.45AM	s 7.50AM			786.4	DNR	PORTLAND	
	Arrive Daily Ex. Monday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(55.7)	
	(4.45)	(0.10)	(0.35)	(0.25)	(1.15)	(2.30)	(0.20)	(1.15)	(2.35)	(0.16)	(2.10)	(0.05)	(1.15)	(2.35)	(0.16)	(2.15)	(1.15)	(0.45)	(0.05)			....................Time over District	
	8.53	25.20	15.77	17.52	21.92	22.28	26.51	21.92	21.56	27.37	23.77	37.20	21.92	21.56	27.37	22.89	21.92	20.13	37.20			..............Average speed per hour	

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72). Exceptions: All Eastward first class trains except No. 120 are superior to No. 119.

See pages 10, 11 and 12 for additional trains between Portland and 4th and Jefferson Sts. All trains stop for passengers at Salmon, Yamhill, Burnside and Flanders Sts., Portland. All trains except 102 and 104 stop at Fourth and College Sts., Portland, to discharge passengers. ADDITIONAL FLAG STOPS—All trains North Range and Fir Sts., on Main St. East of Tillamook Branch Crossing and West of 6th St., Fir and 6th Sts., and 10th St. (near City Park), Hillsboro; 3rd and 5th Sts. and 3rd Avenue, Forest Grove, except No. 102, Arrow, M. P. 776.4, Tobias M. P. 771.6; Teffer M. P. 756.2; Krono M. P. 746.5; Howe M. P. 739.5; Sight M. P. 737.4. No. 142 stops to discharge passengers from Tillamook Branch. Time of Steam Trains at Hillsboro apply at Steam Station. E—Electrified sidings.

JUNCTION CITY SUBDIVISION—West Side Branch

TOWARD SAN FRANCISCO

Westward

	Time Table No. 93 July 15, 1917	Distance from Portland	FIRST CLASS																	SECOND CLASS			
			119	**101**	**107**	**351**	**141**	**111**	**355**	**113**	**121**	**103**	**353**	**357**	**123**	**115**	**105**	**117**	**109**	**233**	**235**	**237**	**231**
			Reedville Electric	West Side Electric	McMinnville Electric	East Side Electric	Tillamook Passenger	Forest Grove Electric	McMinnville Electric	Forest Grove Electric	Whiteson Electric	West Side Electric	East Side Electric	McMinnville Electric	Beaverton Electric	Forest Grove Electric	McMinnville Electric	Forest Grove Electric	McMinnville Electric	Way Freight	Way Freight	Way Freight	Way Freight
	STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Monday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday
DR	**WHITESON**	55.7		s**9.37**AM		s**9.47**AM					s**5.07**PM	s5.57PM	s6.07PM								10.40AM		1.10PM
DR	4.2 **McMINNVILLE**	51.5		s9.30	s11.25AM	s9.40			s11.35AM		5.00PM	s5.50	s6.00	s7.30PM			s **8.25**PM		s 1.25AM	7.50AM	10.30AM		**12.40**
	3.1 **ST. JOSEPH**	48.4		s9.20	s11.17	9.30AM			11.29AM			s**5.39**	5.49PM	7.24PM			s 8.17		s 1.17	7.35			12.25PM
D	4.2 CARLTON	44.2		s9.12	s11.09							s5.30					s 8.10		s 1.10	**6.42**			
	1.7 BATAN (Spur)	42.5			f							f					f		f				
	1.7 YAMHILL	40.8		s**9.06**	s11.01							s5.21					s 8.03		s 1.04	5.25			
	2.4 COVE ORCHARD	38.4		s8.59	f10.56							s5.15					f 7.58		f12.59	5.05			
	2.7 WAPATO (Spur)	35.7		f8.54	f10.51							f5.09					f 7.53		f12.54	4.55			
D	2.4 GASTON	33.3		s8.49	s10.46							s5.04					s 7.48		s12.49	4.45			
	0.7 **PATTON**	32.6		s8.47	f10.44							s5.02					f 7.46		f12.47	4.30			
	1.1 SEGHERS (Spur)	31.5		f8.45	f10.42							s5.00					f 7.44		f12.45	4.25			
	2.0 DILLEY	29.5		s8.41	s10.38							s4.56					s 7.41		s12.42	4.15			
	0.9 DETOUR	27.9 28.6		8.38	10.35							4.54					7.38		12.38	4.05			
	0.3 RETLAW (No Siding)	28.3			f							f					f		f				
DR	0.9 **FOREST GROVE**	27.2 27.4		s8.35	s10.32			s12.15PM		s 3.30PM		s4.50				s 7.00PM	s 7.35	s 9.20PM	s12.35	4.00			
	1.3 EDDY (No Siding)	26.1			f			f		f		f				f	f	f	f				
	0.5 CATCHING	25.6		8.27	f10.25			f12.10		f 3.25		f4.45				f 6.52	f 7.27	f 9.12	f12.27	2.50			
	0.9 CORNELIUS	24.7		s8.25	s10.23			s12.08		s 3.23		s4.43				s 6.50	s 7.25	s 9.10	s12.25	2.45			
	1.0 KILLGORE (No Siding)	23.7			f					f		f				f	f	f	f				
	0.9 JOBE	22.8		8.20	f10.19			f12.05		f 3.20		f4.39				f 6.47	f 7.22	f 9.07	f12.22				
	1.3 RANGE	20.5 21.5		8.18	10.16			12.02PM		3.17		**4.36**				6.44	7.19	9.04	12.19	2.35			
DNR	0.9 **HILLSBORO** (O. E. Crossing)	20.2 20.6		s8.15	s10.13		s9.57AM	s11.59AM		s 3.14		s4.33				s **6.40**	s 7.15	s 9.00	s12.15	2.30		11.40AM	
	0.8 (O. E. Crossing) TILLAMOOK JCT.	19.8		8.10	**10.07**		9.54	11.54		3.09		**4.27**				6.34	7.08	8.54	**12.09**	1.50		11.37	
	1.2 NEWTON (Spur)	18.6		8.08	f10.04		9.51	f11.52		f 3.07		f4.24				f 6.32	f 7.06	f 8.52	f12.07	1.45		11.33	
	1.0 MATSON (No Siding)	17.6		8.06	f10.02		9.49	f11.50		f 3.05		f4.22				f 6.30	f 7.04	f 8.50	f12.05	1.40		11.30	
	0.7 WITCH HAZEL (No Siding)	16.9		8.04	f10.00		9.48	f11.48		f 3.03		f4.21				f 6.28	f 7.02	f 8.48	f12.03	1.35		11.28	
R	1.4 **REEDVILLE**	15.5	s**6.08**AM	s8.02	s 9.58		f9.45	s11.46		s 3.01		s**4.18**				s 6.26	s 7.00	s 8.46	s12.01AM	1.30		11.24	
	1.5 ALOHA	14.0	f6.05	s7.58	f 9.55		9.42	f11.43		f 2.58		s4.13				s 6.23	s **6.56**	f 8.43	f11.58PM			11.19	
	0.6 HUBER	13.4	f6.04	s**7.57**	f 9.54		9.41	f11.41		f 2.56		s**4.12**				s 6.21	s 6.53	f 8.41	f11.56			11.17	
	1.1 ST. MARYS (Spur)	12.3	f6.02	f7.53	f 9.52		9.39	f11.39		f 2.54		f4.10				s 6.19	f 6.51	f 8.39	f11.54			11.14	
DNR	1.3 **BEAVERTON**	11.0	6.00AM	s7.50	s 9.49		9.36AM	s11.37		s 2.52		s4.07			s5.45PM	s 6.17	s 6.49	s 8.37	s11.52	**1.15**AM		11.10AM	
	2.1 (O. E. Crossing) RALEIGH (Spur)	8.9		f7.45	s 9.44			s11.31		s 2.47		f4.02			s5.38	s 6.11	s 6.44	f 8.31	f11.46				
	1.0 OLSEN (Spur)	7.9		7.43	f 9.42			f11.29		f **2.45**		f4.00			f5.36	f 6.09	f 6.42	f 8.29	f11.44				
	0.3 SHATTUCK (Spur)	7.6		f7.42	f 9.41			f11.28		f 2.43		f3.59			s5.35	s 6.08	f 6.41	f 8.28	f11.43				
	0.6 WOODROW (No Siding)	7.0			f			f		f		f			f	f	f	f	f				
	1.0 DOSCH (No Siding)	6.0		f	f			f		f		f			f	f	f	f	f				
	0.5 BERTHA	5.5		s7.37	s 9.36			s11.23		s 2.38		s3.54			s**5.25**	s 6.03	s 6.36	s 8.23	s11.38				
	1.2 3RD & MILES STS. (No Siding)	4.3			f			f		f					f	f	f	f	f				
	1.6 BANCROFT	2.7		f**7.31**	f 9.30			f11.17		f 2.32		f3.48			f5.19	f 5.57	f 6.30	f 8.17	f11.32				
	0.8 HOOKER ST. (No Siding)	1.9		f	f			f		f		f			f	f	f	f	f				
	0.8 **4TH & JEFFERSON STS.**	1.1		f7.23	f 9.23			f11.08		f **2.23**		f**3.39**			f**5.13**	f **5.48**	f **6.23**	f 8.08	f11.23				
	0.5 **WASHINGTON ST.** (City Stn.)	0.6		s7.21	s 9.21			s11.06		s 2.21		s3.36			s5.11	s 5.46	s 6.21	s 8.06	s11.21				
	0.2 **ANKENY ST.**	0.4		7.18	9.18			**11.03**		2.18		**3.33**			5.08	**5.43**	**6.18**	**8.03**	11.18				
DNR	0.4 **PORTLAND**	0.0		7.15AM	9.15AM			11.00AM		2.15PM		**3.30**PM			**5.05**PM	**5.40**PM	6.15PM	8.00PM	**11.15**PM				
	(55.7)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Monday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday
	Time over District........................		(0.08)	(2.22)	(0.21)	(0.17)	(2.10)	(1.15)	(0.06)	(1.15)	(0.07)	(2.27)	(0.18)	(0.06)	(0.40)	(1.20)	(2.10)	(1.20)	(2.10)	(6.35)	(0.10)	0.30	(0.45)
	Average speed per hour........................		33.75	23.54	26.29	25.76	23.77	21.92	31.00	21.92	36.00	22.73	24.33	31.00	16.50	20.55	23.77	20.55	23.77	6.15	25.20	18.04	9.73

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72). Exceptions: All Eastward first class trains except No. 120 are superior to No. 119.

See pages 10, 11 and 12 for additional trains between Portland and 4th and Jefferson Sts. All trains stop for passengers at Flanders, Burnside and Salmon Sts., Portland.

ADDITIONAL FLAG STOPS: All trains 10th St. (near City Park), 6th and Fir Sts., on Main St. West of 6th and East of Tillamook Branch Crossing, and North Range and Fir Sts., Hillsboro; 3rd and 5th Sts. and 3rd Ave., Forest Grove, except No. 101, Arrow M. P. 776.4; Teffer M. P. 756.2; Krono M. P. 746.5; Howe M. P. 739.5; Sight M. P. 737.4, and except No. 103 Tobias M. P. 771.6. No. 141 stops to discharge passengers from east of Beaverton. Time of Steam Trains at Hillsboro apply at Steam Station.

JUNCTION CITY SUBDIVISION—West Side Branch

Eastward — FROM SAN FRANCISCO — TOWARD SAN FRANCISCO — Westward

Capacity of Passing Sidings in cars and location of Scales, Water, Fuel, Telephone and Turning Stations.		SECOND CLASS		FIRST CLASS				Distance from San Francisco			Time Table No. 93 July 15, 1917	Distance from Whiteson	FIRST CLASS				SECOND CLASS	
		274	232	138	352	414	354						351	413	137	353	273	231
		Way Freight	Way Freight	Motor	Corvallis Electric	Eugene Passenger	Corvallis Electric						Corvallis Electric	Eugene Passenger	Motor	Corvallis Electric	Way Freight	Way Freight
		Leave Mon., Wed., Fri.	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily				**STATIONS**		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Tues., Thurs., Sat.	Arrive Daily Ex. Sunday
		8.35AM				11.20AM		651.3	R		**TRANSFER**	79.4		s 1.45PM			2.40PM	
8		8.50				f 11.30		655.9		4.6	MALABON (Spur)	74.8		f 1.33			2.25	
40		9.00				s 11.35		658.2		2.3	ALVADORE	72.5		s 1.26			2.15	
3		9.07				f 11.39		660.1		1.9	GEORGETOWN (Spur)	70.6		f 1.21			2.10	
40	W	9.15				s 11.46		662.6		2.5	CHESHIRE	68.1		s 1.14			2.00	
10		9.22				s 11.53		664.5		1.9	BEAR CREEK	66.2		s 1.08			1.55	
15		9.30				f 11.58AM		666.9		2.4	FERGUSON	63.8		f 1.02			1.45	
50		9.45				s 12.10PM		671.7	D	4.8	MONROE	59.0		s 12.50			1.30	
28	Y	9.55AM 1.30PM				s 12.20		673.0	R	1.3	**ALPINE JCT.**	57.7		s 12.45			1.25PM 9.25AM	
	W	1.35				f 12.22		673.9		0.9	STARR (No Siding)	56.8		f 12.42			9.20	
5		1.38				f 12.24		674.8		0.9	BURNETT (Spur)	55.9		f 12.40			9.16	
		1.41				f 12.27		675.9		1.1	BARCLAY (No Siding)	54.8		f 12.38			9.13	
4		1.44				f 12.30		676.8		0.9	BRUCE (Spur)	53.9		f 12.36			9.10	
8		1.46				f 12.34		677.6		0.8	RECKARDS (Spur)	53.1		f 12.34			9.07	
		1.50				f 12.38		679.2		1.6	HUGHES (No Siding)	51.5		f 12.30			9.01	
6		1.53				f 12.40		680.2		1.0	BUCHANON (Spur)	50.5		f 12.28			8.57	
33		1.56				f 12.42		681.3		1.1	GREENBERRY	49.4		f 12.26			8.53	
33		2.06				f 12.48		684.6		3.3	DRY CREEK	46.1		f 12.20			8.43	
		2.09				f 12.50		685.4		0.8	PHEASANT (No Siding)	45.3		f 12.18			8.40	
90	Y	2.15				f 12.53		686.9		1.5	AVERY	43.8		f 12.15			8.35	
60	WFY	2.30PM	7.00AM		1.15PM	s 1.00PM	6.45AM	688.4	DR	1.5	**CORVALLIS**	42.3	s 11.20AM	12.07PM		s 7.45PM	8.30AM	4.50PM
	YPE		7.08		s 1.25		s 6.51	689.8	R	1.4	**CORVALLIS JCT.** (Bch. Csg.)	40.9	s 11.10			s 7.35		4.40
5	E		7.18		f 1.34		f 6.58	693.7		3.9	LEWISBURG (Spur)	37.0	f 11.01			f 7.26		4.20
5	EW		7.25		f 1.41		f 7.04	696.2		2.5	CALLOWAY (Spur)	34.5	f 10.56			f 7.21		4.10
23	PE		7.32		s 1.47		s 7.09	698.9		2.7	WELLSDALE	31.8	s 10.51			s 7.16		4.00
23	E		7.42		s 1.54		s 7.15	702.0		3.1	SUVER	28.7	s 10.46			s 7.11		3.45
20	E		7.49		s 1.59		s 7.20	704.0		2.0	PARKER	26.7	s 10.42			s 7.07		3.35
297								707.0		3.0	WIGRICH JCT. (Spur)	23.7						
20	PE		8.05	4.40PM	s 2.14		s 7.35	709.3	DR	2.3	**INDEPENDENCE**	21.4	s 10.32		s 4.37PM	s 6.57		3.15
	YPE		8.17	s 4.55PM	s 2.25		s 7.49	714.3	R	5.0	**GERLINGER** (F. C. Bch. Csg.)	16.4	s 10.20		4.24PM	s 6.45		2.40
22	EW		8.20		s 2.27		s 7.51	715.0		0.7	DERRY	15.7	s 10.15			s 6.39		2.27
10	E		8.30		f 2.33		f 7.57	718.4		3.4	CROWLEY (Spur)	12.3	f 10.09			f 6.33		2.05
22	PE		8.45		s 2.43		s 8.05	722.8		4.4	McCOY	7.9	s 10.03			s 6.26		1.50
32	PE		9.00		s 2.54		s 8.14	728.1		5.3	AMITY	2.6	s 9.55			s 6.16		1.30
16	WYE		9.10AM		s 3.00PM		s 8.21AM	730.7	DR	2.6	**WHITESON**	0,0	9.50AM			6.10PM		1.15PM
		Arrive Mon., Wed., Fri.	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				(79.4)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Tues., Thurs., Sat.	Leave Daily Ex. Sunday
		(2.20)	(2.10)	(0.15)	(1.45)	(1.40)	(1.36)				……Time over District……		(1.30)	(1.38)	(0.13)	(1.35)	(2.10)	(3.35)
		15.90	19.52	20.00	24.17	22.26	26.44				……Average speed per hour……		28.20	22.72	23.08	26.72	17.12	11.80

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72). Exceptions: No. 352 is superior to Nos. 401 and 405.

See page 8 for additional trains between Corvallis and Corvallis Jct. Nos. 273 and 274 will carry passengers.

ADDITIONAL FLAG STOPS.—Adkins Farm, M. P. 659.6; Winfield, M. P. 678.4; Buttes, M. P. 679.5; Ledford, M. P. 705.7. Nos. 137 and 138, O'Brien, M. P. 713.2, and Grant St., Independence.

JUNCTION CITY SUBDIVISION—Falls City Branch

Eastward — FROM SAN FRANCISCO — TOWARD SAN FRANCISCO — Westward

Capacity of Passing Sidings in cars and location of Scales, Water, Fuel, Telephone and Turning Stations.	SECOND CLASS			FIRST CLASS						Distance from San Francisco		Time Table No. 93 July 15, 1917	Distance from Salem	FIRST CLASS					SECOND CLASS			
			240		**170**	**168**	**166**	**164**	**162**					**161**	**163**	**165**	**167**	**169**			**239**	
			Way Freight		Motor	Motor	Motor	Motor	Motor					Motor	Motor	Motor	Motor	Motor			Way Freight	
			Leave Daily Ex. Sunday		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			**STATIONS**		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			Arrive Daily Ex. Sunday	
25										747.1		**WYE**	28.9									
25 WP			**11.55AM**				1.00PM			746.8	DR	0.3 **BLACK ROCK**	28.6		s **11.50AM**						11.05AM	
5										746.0		0.8 CAMP 2	27.8									
25 YP			12.15PM		**5.50PM**		s 1.20	9.20AM		743.0	DR	3.0 **FALLS CITY**	24.8	s 8.45AM	s 11.30		s **5.45PM**				10.45	
					f		f	f		742.0		1.0 CAREY (No Siding	23.8	f	f		f					
25 Y			12.25		f 5.58		f 1.26	f 9.28		740.5		1.5 BUMAN (Spur)	22.3	f 8.35	f 11.17		f 5.35				10.35	
2			12.26		f 5.59		f 1.27	f 9.29		740.2		0.3 BRIDGEPORT (Spur)	22.0	f 8.34	f 11.16		f 5.34				10.33	
8			12.29		f 6.02		f 1.30	f 9.32		739.2		1.0 FERNS (Spur)	21.0	f 8.30	f 11.13		f 5.31				10.30	
14 P			12.30		f 6.03		f 1.31	f 9.33		738.8		0.4 GILLIAMS	20.6	f 8.29	f 11.12		f 5.30				10.28	
7			12.33		f 6.05		f 1.33	f 9.35		737.9		0.9 TEATS (Spur)	19.7	f 8.27	f 11.09		f 5.28				10.25	
					f		f	f		737.1		0.8 GUTHRIE (No Siding)	18.9	f	f		f					
26 WFYP			1.00		s 6.25	4.45PM	s 1.45 2.05	s 10.00	7.30AM	733.9	DR	3.2 **DALLAS**	15.7	s 8.15	s **10.57**	s 2.42PM	s 5.15	s 7.05PM			10.10 6.10	
			1.10		f 6.31	f 4.52	f 2.13	f 10.07	f 7.37	731.1		2.8 (Branch Cross'g) BOWERSVILLE (No Siding)	12.9	f 7.56	f 10.29	f 2.33	f 5.04	f 6.53			5.57	
3			1.15		f 6.34	f 4.55	f 2.16	f 10.10	f 7.40	729.7		1.4 NESBIT (Spur)	11.5	f 7.53	f 10.25	f 2.29	f 5.01	f 6.50			5.53	
YP			1.20		s **6.45**	s **4.59**	s **2.25**	s **10.20**	s **7.49**	728.9	R	0.8 **GERLINGER**	10.7	s 7.49	s **10.20**	s **2.25**	s **4.59** 4.23	s **6.45**			5.51	
30 P			1.25		f 6.47	f 5.00	f 2.30	f 10.25	f 7.51	728.5		0.4 (Branch Cross'g) THIELSEN	10.3	f 7.38	f 10.10	f 2.15	f 4.21	f 6.35			5.49	
2			1.30		f 6.50	f 5.03	f 2.34	f 10.28	f 7.55	727.1		1.4 GREENWOOD (Spur)	8.9	f 7.35	f 10.06	f 2.11	f 4.17	f 6.31			5.45	
2			1.35		f 6.53	f 5.06	f 2.39	f 10.31	f 7.59	725.6		1.5 McNARY (Spur)	7.4	f 7.32	f 10.02	f 2.08	f 4.13	f 6.28			5.41	
10			1.40		f 6.55	f 5.08	f 2.41	f 10.33	f 8.01	724.7		0.9 HOSFORD (Spur)	6.5	f 7.30	f 10.00	f 2.06	f 4.11	f 6.26			5.38	
2			1.41		6.56	5.09	2.42	10.34	8.02	724.4		0.3 BROPHY (Spur)	6.2	7.29	9.59	2.05	4.10	6.25			5.37	
W			1.45		6.57	f 5.10	f 2.44	f 10.35	8.04	723.9		0.5 EOLA (Spur)	5.7	f 7.28	f 9.58	2.04	f 4.08	f 6.24			5.35	
20 P			**2.01**		f 7.01	f 5.14	f 2.48	f 10.38	f 8.09	722.6		1.3 WINONA	4.4	f 7.25	f 9.55	f **2.01**	f 4.05	f 6.21			5.32	
P			2.10		f 7.05	f 5.19	f 2.53	f 10.44	f 8.14	720.9		1.7 KINGWOOD PARK (No Sid'g)	2.7	f 7.22	f 9.51	f 1.57	f 4.01	f 6.17			5.27	
			2.11		f 7.06	f 5.20	f 2.54	f 10.45	f 8.15	720.6		0.3 WEST SALEM (No Siding)	2.4	f 7.20	f 9.50	f 1.55	f 4.00	f 6.15			5.25	
10					s	s	s	s	s	720.2		0.4 PINCKNEY	2.0	s	s	s	s	s				
										719.7		0.5 O. E. CROSSING	1.5									
					s 7.10	s 5.25	s 3.00	s 10.50	s 8.20	719.6		0.1 COMMERCIAL STREET	1.4	s 7.15	s 9.45	s 1.50	s 3.55	s 6.10				
										719.4		0.2 O. E. CROSSING	1.2									
					f 7.14	f 5.29	f 3.04	f 10.54	f 8.24	718.8	R	0.6 LEMROCK	0.6	f 7.08	f 9.38	f 1.43	f 3.48	f **6.03**				
117 WYOP			2.30PM		s 7.20PM	s 5.35PM	s 3.10PM	s 11.00AM	s 8.30AM	718.2	DNR	0.6 **SALEM**	0.0	7.05AM	9.35AM	1.40PM	3.45PM	6.00PM			5.10AM	
			Arrive Daily Ex. Sunday		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			28.9		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			Leave Daily Ex. Sunday	
			(2.35) 11.07		(1.30) 16.53	(0.50) 18.85	(2.10) 13.20	(1.40) 14.88	(1.00) 15.70			……Time over District…… ……Average speed per hour……		(1.40) 14.88	(2.15) 13.89	(1.02) 14.00	(1.24) 16.92	(1.05) 13.93			(1.55) 14.92	

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72). Exceptions: Eastward first class trains are superior to Westward first class trains between Dallas and Gerlinger. Main Line first class trains are superior to Falls City Branch first class trains. ADDITIONAL FLAG STOPS. Lees Farm, M.P. 736.8; Knowles Crossing, M.P. 728.3. All scheduled passenger trains will stop at road crossing just west of Pinckney to receive and discharge passengers. Nos. 161 to 171, incl., will stop at 12th and Marion Sts., Salem, to pick up and discharge passengers.

JUNCTION CITY SUBDIVISION

FROM SAN FRANCISCO—Alpine Branch — TOWARD SAN FRANCISCO

Capacity of Passing Sidings in Cars and location of scales, water, fuel and turning stations.		SECOND CLASS		Distance from San Francisco		Time Table No. 93 July 15, 1917	Distance from Alpine Jct.	SECOND CLASS		
		186	**184**					**181**	**183**	**185**
		Mixed	Mixed					Mixed	Mixed	Mixed
		Leave Daily Ex. Sunday	Leave Daily Ex. Sunday			**STATIONS**		Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday
12				678.8		GLENBROOK	5.8			
12		1.05PM	11.50AM	676.2	DR	2.6 **ALPINE**	3.2		s 11.00AM	s 1.00PM
8 W		s 1.10	s 11.58	675.0	R	1.2 **BAILEY JCT.**	2.0	s 10.10AM	10.55AM	s 12.55
28 Y		s 1.20PM	s 12.10PM	673.0	R	2.0 **ALPINE JCT.**	0.0	10.00AM		12.45PM
		Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday			(5.8)		Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday
		(0.15) 12.80	(0.20) 12.00			……Time over District…… ……Average speed per hour……		(0.10) 12.00	(0.05) 14.40	(0.15) 12.80

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72).

FROM SAN FRANCISCO—Bellfountain Branch — TOWARD SAN FRANCISCO

SECOND CLASS			Distance from San Francisco		Time Table No. 93 July 15, 1917	Distance from Bailey Jct.	SECOND CLASS			Capacity of Passing Sidings in Cars and location of scales, water, fuel and turning stations.
		182					**181**			
		Mixed					Mixed			
		Leave Daily Ex. Sunday			**STATIONS**		Arrive Daily Ex. Sunday			
		10.33AM	679.9	R	**DAWSON** (No. Siding)	4.9	s **10.32AM**			
			678.1		1.8 CEBU (Spur)	3.1				6
		f 10.46	677.0		1.1 BELLFOUNTAIN (Spur)	2.0	s 10.20			5
		s 10.54AM	675.0	R	2.0 **BAILEY JCT.**	0.0	10.11AM			8 W
		Arrive Daily Ex. Sunday			(4.9)		Leave Daily Ex. Sunday			
		(0.21) 14.00			……Time over District…… ……Average speed per hour……		(0.21) 14.00			

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72).

MARSHFIELD SUBDIVISION—Coos Bay Line

Eastward FROM SAN FRANCISCO

TOWARD SAN FRANCISCO Westward

Capacity of Passing Sidings in cars and location of Scales, Water, Fuel, Telephone and Turning Stations.		SECOND CLASS		FIRST CLASS		Distance from Eugene		Time Table No. 93 July 15, 1917	Distance from San Francisco	FIRST CLASS		SECOND CLASS	
		274 Way Freight Leave Mon., Wed., Fri.	252 Way Freight Leave Daily Ex. Sunday	502 Coos Bay Passenger Leave Daily	414 Eugene Passenger Leave Daily			STATIONS		501 Portland Passenger Arrive Daily	413 Eugene Passenger Arrive Daily	273 Way Freight Arrive Tues., Thurs., Sat.	251 Freight Arrive Daily Ex. Sunday
60	PWFY	8.15AM	8.00AM	12.10PM	11.05AM	0.0	DNR	**EUGENE**	647.3	s 1.40PM	s 2.05PM	3.00PM	6.10PM
78	PFY	8.25	8.10	12.20	11.10	1.1		1.1 BLAIR	648.4	1.28	1.53	2.48	6.00
						2.0		0.9 O. E. CROSSING	649.3				
23						3.0		1.0 MATERIAL YARDS	650.3				
	P	8.35AM	8.20	s 12.30	s 11.20AM	3.9	R	0.9 TRANSFER	651.2	s 1.18	1.45PM	2.40PM	5.50
106			8.22	f 12.32		4.3		0.4 DANEBO	651.6	f 1.13			5.40
4						8.3		4.0 JETSON (Spur)	655.6				
2				f 12.42		10.2		1.9 CROW	657.5	f 1.03			
40			9.03	s **12.53**		13.2		3.0 VENETA	660.5	s **12.53**			5.00
6			9.11	f 1.00		15.7		2.5 ELRUS (Spur)	663.0	f 12.46			4.45
						17.0		1 3 SAILOR (No Siding)	664.3				
40	P		9.30	s 1.10		18.0	D	1.0 NOTI	665.3	s 12.40			4.35
5			9.41	f 1.18		21.0		3.0 VAUGHN (Spur)	668.3	f 12.31			4.25
						23.4		2.4 IVISON (No Siding)	670.7				
20			9.55	f 1.28		24.2		0.8 FLAGG	671.5	f 12.22			4.10
			10.05	f 1.36		26.8		2 6 ORAM (Spur)	674.1	f 12.13			4.00
32	WP		10.13	f 1.42		28.6		1.8 WALTON	675.9	f 12.08PM			3.50
			10.28	f 1.50		32.4		3.8 JOLER (Spur)	679.7	f 11.59AM			3.40
			10.39	f		34.8		2.4 AUSTA (No Siding)	682.1	f			3.30
25				f 1.58		36.3		1.5 KIRBROS	683.6	f 11.51			
75			10.50	f 2.03		37.7		1.4 RICHARDSON	685.0	f 11.46			3.20
				f 2.14		42.3		4.6 BEECHER (No Siding)	689.6	f			3.00
60	W		**11.25**	f 2.25		46.5		4 2 NEKOMA	693.8	f **11.25**			2.45
118			11.45	f **2.35**		49.8		3.3 SWISSHOME	697.1	f 11.15			**2.35**
20			11.56AM	f 2.44		53.3		3.5 RAINROCK	700.6	f 11.05			2.10
115	P		12.09PM	s 2.55		58.0		4.7 MAPLETON	705.3	s 10.54			1.55
						59.8		1.8 ROCK QUARRY (Spur)	707.1				
			12.19	f 3.05		62.6		2.8 BECK	709.9	f 10.43			1.30
				f 3.12		65.1		2.5 BETZEN	712.4	f 10.37			
75	W		12.35	f 3.19		67.7		2.6 WENDSON	715.0	f 10.31			1.10
30	P		**12.50**	s 3.30		69.0	D	1.3 CUSHMAN	716.3	s 10.21			**12.50**
14			12.57	f 3.36		70.7		1 7 SIBOCO	718.0	f 10.06			12.25
26	W		1.12	f 3.44		74.0		3 3 CANARY (Spur)	721.3	f 9.58			12.10PM
15			1.25	f 3.55		77.7		3.7 LANE	725.0	f 9.47			11.58AM
5			1.35	f 4.02		79.9		2.2 ADA (Spur)	727.2	f 9.40			11.50
45			1.50	f 4.06		81.0		1.1 BOOTH	728.3	f 9.36			11.42
			2.12	f 4.18		85.5		4 5 KROLL (No Siding)	732.8	f 9.24			11.25
18						87.7		2.2 BRENHAM	735.0				
45	TP		2.40	f 4.31		91.5		3.8 GARDINER	738.8	f 9.09			10.48
13	P		2.45PM	s 4.37PM		92.8	D	1 3 REEDSPORT	740.1	9.03AM			10.34AM
		Arrive Mon., Wed., Fri.	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily			(92.8)		Leave Daily	Leave Daily	Leave Tues., Thurs., Sat.	Leave Daily Ex. Sunday
		(0.20)	(6.45)	(4.27)	(0.15)			Time over District		(4.37)	(0.20)	(0.20)	(7.36)
		11.70	13.75	20.85	15.60			Average speed per hour		20.10	11.70	11.70	12.19

ADDITIONAL FLAG STOPS: Nos. 501 and 502 will stop on flag at M. P. 683.6.

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72.)

MARSHFIELD SUBDIVISION—Coos Bay Line

Eastward FROM SAN FRANCISCO — TOWARD SAN FRANCISCO Westward

Capacity of Sidings in cars and location of Scales, Water, Fuel, Telephone and Turning Stations.		SECOND CLASS	FIRST CLASS			Distance from Eugene		Time Table No. 93 July 15, 1917	Distance from San Francisco	FIRST CLASS			SECOND CLASS
		252 Freight	502 Coos Bay Passenger	506 Mixed	504 Passenger					501 Portland Passenger	503 Mixed	505 Passenger	251 Freight
		Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily			**STATIONS**		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday
13	P	3.00PM	4.42PM			92.8	D	REEDSPORT	740.1	s 8.58AM			10.34AM
		3.15	f 4.53			96.9		4.1 SCHOOL (No Siding)	744.2	f 8.47			10.12
35	W	3.30	f 4.58			97.9		1.0 THARP	745.2	f 8.42			
		3.40	5.06			99.8		1.9 WILLARD (No Siding)	747.1	8.34			10.03
		4.00	f 5.11			101.7		1.9 BUFO (Spur)	749.0	f 8.29			9.58
			f			103.5		1.8 BINKS	750.8	f			
65		4.20	s 5.21			104.8		1.3 LAKESIDE	752.1	s 8.22			9.48
		4.30	f 5.37			110.0		5.2 BUTTERFIELD	757.3	f 8.09			9.24
15		4.40	f 5.43			112.0		2.0 (No Siding) HAUSER	759.3	f 8.04			9.16
65	P	4.50	f 5.55			115.7		3.7 COOS	763.0	f 7.54			9.03
66	P	5.00	s 6.08			118.3	D	2.6 NORTH BEND	765.6	s 7.43			8.50
	WYFP	5.40PM	s 6.25 6.40	1.00PM	8.00AM	121.6	DR	3.3 **MARSHFIELD**	768.9	s 7.25 7.10	s 10.30AM	s 5.15PM	8.30AM
						122.6	R	1.0 MILL SPUR	769.9				
21	P		6.45	1.10	8.05	123.2		0.6 McCORMAC	770.5	7.05	10.18	5.10	
			7.02	1.30	8.22	129.0		5.8 HENRYVILLE	776.3	6.49	9.52	4.52	
38	P		f 7.10	f 1.40	f 8.30	131.2		2.2 (S. P. L. Co. Csg.) OVERLAND	778.5	f 6.40	f 9.42	f 4.43	
	WP		s 7.20	s 1.50	s 8.40	133.5	R	2.3 **BEAVER HILL JCT.**	780.8	s 6.31	s 9.30	s 4.33	
31						137.2		3.7 CEDAR POINT	784.5				
24			7.33	2.05	8.50	137.7		0.5 CUNNINGHAM	785.0	6.16	9.10	4.20	
11	WP		s 7.40	s 2.20	s **9.00**	138.5	D	0.8 COQUILLE	785.8	s 6.12	s **9.00**	s 4.15	
	W		f 7.50	f 2.30	f 9.10	141.3		2.8 JOHNSON (No Siding)	788.6	f 5.59	f 8.25	f 4.06	
7			7.56	2.40	9.16	143.3		2.0 MINEOLA	790.6	5.53	8.15	3.58	
			f 8.01	f 2.48	f 9.21	144.5		1.2 NORWAY (No Siding)	791.8	f 5.48	f 8.07	f 3.53	
26	TP		s 8.10PM	s 3.15	s 9.30AM	147.4	DR	2.9 **MYRTLE POINT**	794.7	5.40AM	s 7.55	s 3.45PM	
				f 3.35		152.4		5.0 BROADBENT (Spur)	799.7		f 7.25		
60	P			f 3.45		154.8		2.4 WARNER	802.1		f 7.10		
						156.0		1.2 EMMONS (Spur)	803.3				
60	P			f 4.00		160.3		4.3 GAYLORD	807.6		f 6.50		
	WP			f 4.10		163.0		2.7 BAKER	810.3		f 6.40		
	WT			s 4.20PM		166.1	DR	3.1 **POWERS**	813.4		6.30AM		
		Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily			(73.3)		Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday
		(2.40) 10.80	(3.13) 16.97	(3.20) 13.35	(1.30) 17.20			..............Time over District.......... ....Average speed per hour.........		(3.03) 17.90	(4.00) 11.13	(1.30) 17.20	(2.04) 13.93

Westward trains are superior to trains of the same class in the opposite direction, except No. 504 is superior to No. 505 (see Rule 72).

No. 502 will stop at Central Avenue, Marshfield, to permit passengers to detrain. Nos. 503 and 506 at M. P. 805.8.

ADDITIONAL FLAG STOPS: Nos. 501, 502, 503, 504, 505 and 506 will stop on flag at Millington M.P. 770.7; Coaledo M. P. 779.6; Delmar M. P. 777.1; Davis Slough M.P. 775; Haydon 772.6 to receive or discharge passengers. Nos. 501 and 502 Saunders Lake, M. P. 756.2.

MARSHFIELD SUBDIVISION—Coos Bay Line

Eastward FROM SAN FRANCISCO — TOWARD SAN FRANCISCO Westward

Capacity of Sidings in cars and location of Scales, Water, Fuel, Telephone and Turning Stations.	FIRST CLASS	Distance from Beaver Hill Jct.		Time Table No. 93 July 15, 1917	Distance from San Francisco	FIRST CLASS
				STATIONS		
		0.0	R	**BEAVER HILL JCT.**	780.8	
WFTP		1.6	DR	1.6 **BEAVER HILL**	782.4	
				(1.6)		

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72).

JUNCTION CITY SUBDIVISION—Tillamook Branch

Eastward — FROM SAN FRANCISCO | TOWARD SAN FRANCISCO — Westward

Capacity of Passing Sidings in cars and location of Scales, Water, Fuel, Telephone and Turning Stations	SECOND CLASS		FIRST CLASS					Distance from San Francisco	Time Table No. 93 July 15, 1917	Distance from Hillsboro	FIRST CLASS					SECOND CLASS	
	238 Way Freight	**254** Way Freight	**148** Motor	**142** Tillamook Passenger	**152** Motor	**150** Motor	**146** Motor				**145** Motor	**141** Tillamook Passenger	**147** Motor	**151** Motor	**149** Motor	**237** Way Freight	**253** Way Freight
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		**STATIONS**		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday
70 WYFP		4.00AM	2.30PM	10.00AM			7.30AM	855.8	DR **TILLAMOOK** 4.2	90.8	s 10.30AM	s 4.05PM	s 5.25PM				2.20AM
5		4.20	f 2.45	f **10.15**			f 7.45	851.6	IDAVILLE (Spur) 1.7	86.6	f **10.15**	f 3.50	f 5.10				1.55
24		4.30	s 2.51	s 10.21			s 7.50	849.9	D BAY CITY (Spur) 3.5	84.9	s 10.06	s 3.44	s 5.04				1.45
18 P		4.50	f 3.03	f 10.34			f 8.02	846.4	D MIAMI 1.2	81.4	f 9.54	f 3.29	f 4.51				1.25
2 P		5.00	s 3.08	s 10.39			s 8.07	845.2	GARIBALDI (Spur) 1.4	80.2	s 9.49	s 3.23	s 4.46				1.15
17 P		5.10	s **3.15**	s 10.45			s 8.12	843.8	D BARVIEW 2.0	78.8	s 9.44	s **3.15**	s 4.41				1.05
		5.20	f 3.22	f 10.51			f 8.17	841.8	OCEANLAKE (No Siding) 0.6	76.8	f 9.38	f 3.05	f 4.35				12.55
		5.25	s 3.24	s 10.53			f 8.19	841.2	SALTAIR (No Siding) 0.5	76.2	s 9.36	s 3.03	s 4.33				12.50
2 P		5.30	s 3.26	s 10.57			s 8.22	840.7	D ROCKAWAY (Spur) 0.5	75.7	s 9.34	s 3.01	s 4.31				12.45
16		5.35	f 3.27	f 10.59			s 8.24	840.2	LAKE LYTLE 0.9	75.2	f 9.31	f 2.57	f 4.28				12.40
2		5.40	f 3.29	s 11.02			f 8.27	839.3	MANHATTAN BEACH 0.7 (Spur)	74.3	f 9.29	s 2.54	f 4.26				12.35
9			f	f			f	838.6	HADDON 1.5	73.6	f	f	f				
24		5.50	f 3.35	f 11.09			f 8.33	837.1	JETTY 0.6	72.1	f 9.23	f 2.47	f 4.20				12.25
15		6.00	f 3.37	s 11.12			f 8.35	836.5	BRIGHTON 2.9	71.5	f 9.21	s 2.45	f 4.18				12.20
75 WP	8.30AM	6.15AM	s 3.45	¶ 11.22 11.32			s 8.43	833.6	DR **WHEELER** 2.4	68.6	s 9.13	¶ 2.35 2.25	s 4.09			7.00PM	12.05AM
10 T	8.40		s **3.55PM**	s 11.42			s **8.55AM**	831.2	R **MOHLER** 2.8	66.2	**9.05AM**	s 2.15	**4.00PM**			6.50	
12	8.50			f 11.51AM				828.4	KNUDSON (Spur) 3.3	63.4		f 2.04				6.35	
25	9.05			f 12.02PM				825.1	BATTERSON 5.3	60.1		f 1.52				6.20	
45	9.25			f 12.21				819.8	RECTOR (Spur) 4.1	54.8		f 1.33				6.00	
4	9.45			f 12.40				815.7	SALMONBERRY (Spur) 4.7	50.7		f 1.18				5.40	
25 TP	10.15			s **1.00**				811.0	ENRIGHT 4.0	46.0		s **1.00**				5.15	
4 W	10.35			f 1.20				807.0	BELDING (Spur) 1.9	42.0		f 12.44				4.50	
10 P	10.45			f 1.30				805.1	MAYO 5.1	40.1		f 12.35				4.40	
50 WTPF	11.30			s 2.00				800.0	D COCHRAN 1.4	35.0		s 12.13				4.10	
12				f 2.05				798.6	RELIANCE 1.8	33.6		f 12.04PM					
8	**11.55AM**			f 2.13				796.8	WEDEBURG 2.5	31.8		f **11.55AM**				3.05	
25	12.10PM			s 2.23				794.3	WESTIMBER 1.2	29.2		s 11.43				2.45	
33 WP	1.00			s **2.30**		8.25AM		793.1	DR **TIMBER** 1.5	28.1		s 11.39			s 6.45PM	**2.30**	
14 Y	1.10			f 2.35		f 8.30		791.6	CASTOR CREEK 3.1	26.6		f 11.32			f 6.37	1.55	
41	**1.40**			s 2.46		f 8.40		788.5	STRASSEL 3.6	23.5		s 11.20			f 6.20	**1.40**	
25	2.00			s 2.59		f 8.52		784.9	SOOFIELD (Spur) 1.1	19.9		s 11.05			f 5.54	1.20	
5				f		f 8.58		783.8	WIRF'S (Spur) 1.8	18.8		f			f 5.45		
5	2.20			f 3.10		f 9.04		782.0	HARE'S (Spur) 0.8	17.0		f 10.53			f 5.35	1.05	
30 WYP	2.30			s 3.15	1.25PM	s 9.07		781.2	DR **BUXTON** 2.3	16.2		s 10.50		s 1.10PM	s 5.30	1.00	
20	2.40			s 3.21	f 1.31	f 9.13		778.9	MANNING (Spur) 0.6	13.9		s 10.42		f 1.04	f 5.21	12.45	
4	2.45			f 3.23	f 1.33	f 9.15		778.3	CARSTENS (Spur) 1.8	13.3		f 10.40		f 1.02	f 5.19	12.42	
3	2.55			f 3.28	f 1.38	f 9.19		776.5	DAVIES (Spur) 1.8	11.5		f 10.35		f 12.57	f 5.13	12.36	
15	3.05			s 3.35	s 1.43	s 9.24		774.7	D BANKS 2.2	9.7		s 10.30		s 12 52	s 5.07	12.30	
7	3.15			s 3.41	f 1.48	f 9.30		772.5	ROY (Spur) 2.3	7.5		s 10.24		f 12.47	f 5.00	12.20	
20	3.30			f 3.47	f 1.54	s 9.37		770.2	SCHEFFLIN 1.1	5.2		f 10.18		f 12.41	f 4.52	12.13	
3	3.35			f 3.50	f 1.58	f 9.40		769.1	BAGLEY (Spur) 3.6	4.1		f 10.15		f 12.37	f 4.49	12.10PM	
25				s 4.01	s 2.07	s 9.50		765.5	MAIN STREET West Side Branch Crossing 0.1	0.5		s 10.04		s 12.28	s 4.40		
								765.4	O. E. CROSSING 0.4	0.4							
40 WYPF	3.50PM			s 4.05PM	s 2.10PM	s **9.55AM**		765.0	DNR **HILLSBORO**	0.0		**10.00AM**		12.25PM	4.30PM	11.50AM	
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(90.8)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday
	(7.20 9.30	(2.15) 9.88	(1.25) 17.36	(6.05) 14.93	(0.45) 21.60	(1.30) 13.73	(1.25) 17.36		....................Time over District.................. ....Average speed per hour..................		(1.25) 17.36	(6.05) 14.93	(1.25) 17.36	(0.45) 21.60	(2.15) 12.49	(7.10) 9.57	(2.15) 9.88

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72). Exceptions: No. 146 is superior to No. 145; and No. 148 is superior to No. 147.

ADDITIONAL FLAG STOPS: Lowick, M. P. 767.8; Eccles M,ill M. P. 775.6; Walcott, M. P. 789.2, Nos. 149, 150, 151 and 152; Walcott, M. P. 789.2; Water Tank, M. P. 818.5; Maples, M. P. 821.1; Nehalem Falls, M. P. 822.5; Lynbrook, M. P. 826.7; Foley, M. P. 829.8; Watseco, M. P. 842.4; Hobsonville, M. P. 847.9 and Juno, M. P. 852.9, Nos. 141 and 142; Elmore Park, M. P. 841.1; Watseco, M. P. 842.4; Akron, M. P. 848.4; Hobsonville, 847.9, and Juno, M. P. 852.9, Nos. 145, 146, 147 and 148. All trains stop at Hall St., Wheeler.

JUNCTION CITY SUBDIVISION—Tigard Branch

Eastward FROM SAN FRANCISCO

TOWARD SAN FRANCISCO Westward

Capacity of Passing Sidings in cars and location of Scales, Water, Fuel, Telephone and Turning Stations.		SECOND CLASS		FIRST CLASS			Time Table No. 93 July 15, 1917		FIRST CLASS	SECOND CLASS	
		238 Way Freight	234 Way Freight	142 Tillamook Passenger	Distance from San Francisco		STATIONS	Distance from Cook	141 Tillamook Passenger	233 Way Freight	237 Way Freight
		Leave Daily Ex. Sunday	Leave Daily Ex. Monday	Leave Daily					Arrive Daily	Arrive Daily Ex. Monday	Arrive Daily Ex. Sunday
18	PE	5.00PM	1.45AM	4.28PM	775.4	DNR	**BEAVERTON**	7.4	s 9.35AM	1.00AM	11.05AM
							1.0				
14	E			f	776.4		REYNOLDS	6.4	f		
							1.2				
5	E	5.08	2.15	f 4.33	777.6		FANNO (Spur)	5.2	f 9.29	12.53	10.58
							0.8				
13	E	5.10	2.30	f 4.35	778.4		ROBINSON	4.4	f 9.27	12.50	10.55
							0.8				
	P				779.2		O. E. CROSSING	3.6			
							0.7				
8	E	5.20	2.45	f 4.39	779.9		TIGARD	2.9	f 9.23	12.45	10.50
							1.5				
7	E	5.25	3.00	f 4.42	781.4		HARMON (Spur)	1.4	f 9.19	12.40	10.45
							1.4				
	PWYE	5.30PM	3.10AM	s 4.45PM	782.8	R	**COOK**	0.0	9.15AM	12.35AM	10.40AM
		Arrive Daily Ex. Sunday	Arrive Daily Ex. Monday	Arrive Daily			(7.4)		Leave Daily	Leave Daily Ex. Monday	Leave Daily Ex. Sunday
		(0.30) 14.80	(1.25) 5.22	(0.17) 24.80			Time over District Average speed per hour		(0.20) 24.20	(0.25) 17.76	(0.25) 17.76

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72).

E—Electrified sidings.

FOR SCHEDULE OF TRAINS BETWEEN WILSONIA AND COOK, SEE PAGES 10, 11 AND 12

JUNCTION CITY SUBDIVISION—Milwaukie Branch

Eastward FROM SAN FRANCISCO

TOWARD SAN FRANCISCO Westward

Capacity of Passing Sidings in cars and location of Scales, Water, Fuel, Telephone and Turning Stations		SECOND CLASS			FIRST CLASS		Time Table No. 93 July 15, 1917		FIRST CLASS	SECOND CLASS		
		238 Way Freight	232 Way Freight	234 Way Freight	142 Tillamook Passenger	Distance from San Francisco	STATIONS	Distance from Willsburg Jct.	141 Tillamook Passenger	231 Way Freight	237 Way Freight	233 Way Freight
		Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Monday	Leave Daily				Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Monday
	P	5.58PM	2.55PM	3.45AM	4.56PM	768.1	**WILSONIA** (No Siding)	3.2	9.03AM	9.19AM	10.19AM	12.10AM
							0.9					
37		6.03	3.05	3.55	4.59	769.0	MENEFEE	2.3	8.59	9.12	10.12	12.04
							1.1					
5		6.08	3.10	4.05	s 5.02	770.1	MILWAUKIE	1.2	s 8.57	9.09	10.09	12.01AM
							1.2					
		6.13PM	3.15PM	4.15AM	5.04PM	771.3	**WILLSBURG JCT.**	0.0	8.55AM	9.06AM	10.06AM	11.57PM
		Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Monday	Arrive Daily		(3.2)		Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday
		(0.15) 12.80	(0.20) 10.20	(0.30) 6.99	(0.08) 26.25		Time over District Average speed per hour		(0.08) 24.00	(0.13) 14.76	(0.13) 14.76	(0.13) 14.76

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72).

JUNCTION CITY SUBDIVISION—Geer Branch

Eastward FROM SAN FRANCISCO

TOWARD SAN FRANCISCO Westward

Capacity of Passing Sidings in cars and location of Water, Fuel, Telephone and Turning Stations.		SECOND CLASS	FIRST CLASS			Time Table No. 93 July 15, 1917		FIRST CLASS	SECOND CLASS
		248 Way Freight	74 Passenger	Distance from San Francisco		STATIONS	Distance from Geer	73 Passenger	247 Way Freight
		Leave Daily	Leave Daily					Arrive Daily	Arrive Daily
70	WYFP	9.45AM	3.05PM	726.2	DNR	**SALEM**	6.8	s 9.15AM	2.00PM
						3.6			
5		9.55	f 3.13	722.6		LACHMUND	3.2	f 9.02	1.45
						3.2			
24		10.05AM	s 3.20PM	719.4	R	**GEER**	0.0	8.51AM	1.31PM
		Arrive Daily	Arrive Daily			(6.8)		Leave Daily	Leave Daily
		(0.20) 20.40	(0.15) 27.20			Time over District Average speed per hour		(0.24) 17.00	(0.29) 14.07

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72.)

ADDITIONAL FLAG STOPS: Yeoman, M.P. 721.1; Gesner, M. P. 723.6

JUNCTION CITY SUBDIVISION—Woodburn Springfield Branch

FROM SAN FRANCISCO

Eastward

Time Table No. 93
July 15, 1917

Capacity of Passing Sidings in cars and location of Scales, Water, Fuel, and Turning Stations.		SECOND CLASS				FIRST CLASS									
		86 Mixed	248 Way Freight	98 Mixed	242 Way Freight	80 Willamette Limited	74 Passenger	64 Passenger	82 Willamette Limited	62 Passenger	10 Silverton Passenger	Distance from San Francisco		STATIONS	
		Leave Daily	Leave Daily	Leave Daily	Leave Tues., Thurs., Sat.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				
27	WFOY			8.10AM								645.0	DR	**SPRINGFIELD**	0.1
												645.1		E.-S. CROSSING	3.8
11				f 8.20								648.9		ARMITAGE (Spur)	3.5
15				s 8.30								652.4	D	COBURG	4.1
6				f 8.42								656.5		WILKINS (Spur)	3.8
8				f 8.54								660.3		PRICEBORO (Spur)	3.3
13				f 9.04								663.6		ROWLAND	4.0
4				f 9.16								667.6		TWIN BUTTES (Spur)	4.4
20	WT			s 9.35	7.55AM				6.40AM			672.0	DR	**BROWNSVILLE**	2.3
4				f 9.41	8.02				f 6.46			674.3		LINN (Spur)	4.0
14				s 9.53	8.20				s 6.57			678.3		PLAINVIEW	4.1
14				10.05	8.30				**7.08**			682.4		LOWSON	2.4
16	Y	1.28PM		s 10.20	8.40	7.30PM			s 7.15	7.05AM		684.8	R	**TALLMAN**	0.7
14		f 1.29		f 10.25	8.45	f 7.32			f 7.18	f 7.07		685.5		IRVINVILLE	2.4
67		f		f		f			f			687.9		CALAHAN (Spur)	0.6
24	W	s 1.40PM		s 10.35AM	8.55	s **7.39**PM			s **7.30**AM	s 7.15		688.5	DR	**LEBANON**	4.3
14					9.02					f 7.24		692.8		BREWSTER	2.1
15					9.08					f 7.29		694.9		GRIGGS	1.6
10												696.5		BALM (Spur)	0.9
12					9.16					s 7.35		697.4		CRABTREE	1.3
9					9.20					f 7.38		698.7		GAINES (Spur)	1.9
7										f		700.6		GILKEY	2.3
17					9.35					s 7.50		702.9	D	WEST SCIO	1.8
9	W				9.45					s 8.00		704.7		SHELBURN	2.2 (M. C. Bch. Csg.)
13					9.55					f 8.05		706.9		NORTH SANTIAM	1.4
13					10.10					s 8.12		708.3		WEST STAYTON	1.6
5										f		709.9		SHAFF (Spur)	2.2
9	W				10.30					s 8.25		712.1		AUMSVILLE	2.9
27					10.45					s 8.35		715.0		SHAW	2.4
14					11.00					s 8.43		717.4		MACLEAY	2.0
20	Y		10.07AM		11.10		3.21PM			s **8.50**		719.4	R	**GEER**	1.2
4												720.6		DURBIN (Spur)	0.7
20			10.15		11.20		s 3.25			s 8.55		721.3		PRATUM	1.7
10			10.25		11.30AM		f 3.30			f 9.00		723.0		SWITZERLAND (Spur)	4.3
17	WY		10.40AM		12.30PM		s 3.40	1.35PM		s **9.15**	6.40AM	727.3	DR	**SILVERTON**	1.5
4							f	f		f	f	728.8		ABIQUA (Spur)	0.8
11					12.40		f 3.45	f 1.40		f 9.21	f 6.45	729.6		DOWNS (Spur)	1.9
29					1.00		s 3.50	s 1.44		s 9.26	s 6.49	731.5	D	MT. ANGEL	1.1
8					1.05		f 3.54	f 1.47		f 9.29	f 6.51	732.6		BARON (Spur)	1.1
17					1.13		s **3.59**	f 1.50		s 9.32	s 6.53	733.7		McKEE (Spur)	1.4
4					1.20		f 4.03	f 1.53		f 9.36	f 6.56	735.1		TOWNSEND (Spur)	2.8
59	WYF				1.40PM		s 4.10PM	s 2.05PM		s 9.45AM	s 7.02AM	737.9	DNR	**WOODBURN**	
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Tues., Thurs., Sat.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(92.9)	
		(0.12) 18.50	(0.33) 14.36	(2.25) 18.00	(5.45) 11.46	(0.09) 24.67	(0.49) 22.30	(0.30) 21.20	(0.50) 19.40	(2.40) 19.91	(0.22) 28.91			………………Time over District. ………………Average speed per hour.	

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72). Exceptions: No. 10 is superior to No. 73; No. 82 is superior to No. 79; No. 80 is superior to No. 83; No. 86 is superior to Nos. 241 and 97. No. 98 is superior to No. 87.

ADDITIONAL FLAG STOPS FOR ALL TRAINS: Selah, M.P 724.2; Best, M.P. 658.9; Crocus, M.P. 665.8; Scandia, M.P. 725.5; Glasser, M.P. 680.8, Went, M.P. 682.9.

JUNCTION CITY SUBDIVISION—Woodburn Springfield Branch

TOWARD SAN FRANCISCO

Westward

Time Table No. 93

July 15, 1917

			FIRST CLASS						SECOND CLASS				
		Distance from Woodburn	79	73	63	61	83	9	243	87	241	247	97
			Willamette Limited	Passenger	Passenger	Passenger	Willamette Limited	Silverton Passenger	Way Freight	Mixed	Way Freight	Way Freight	Mixed
	STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Tues., Thurs., Sat.	Arrive Daily	Arrive Mon., Wed., Fri.	Arrive Daily	Arrive Daily
DR	**SPRINGFIELD**	92.9											s 4.10PM
	0.1 E.-S. CROSSING	92.8											
	3.8 ARMITAGE (Spur)	89.0											f 4.00
D	3.5 COBURG	85.5											s 3.50
	4.1 WILKINS (Spur)	81.4											f 3.38
	3.8 PRICEBORO (Spur)	77.6											f 3.26
	3.3 ROWLAND	74.3											f 3.16
	4.0 TWIN BUTTES (Spur)	70.3											f 3.04
DR	4.4 **BROWNSVILLE**	65.9					s 8.37PM		7.45AM				s 2.50
	2.3 LINN (Spur)	63.6					f 8.27		7.35				f 2.36
	4.0 PLAINVIEW	59.6					s 8.16		7.20				s 2.24
	4.1 LOWSON	55.5					8.05		7.08				2.12
R	2.4 **TALLMAN**	53.1	s 7.45AM			s 6.22PM	s 7.56		6.45AM	s 10.58AM	1.15PM		s 2.05
	0.7 IRVINVILLE	52.4	f 7.43			f 6.20	f 7.51			f 10.55	1.10		f 2.00
	2.4 CALAHAN (Spur)	50.0	f				f			f			f
DR	0.6 **LEBANON**	49.4	7.35AM			s 6.13	7.40PM			10.45AM	1.00		1.50PM
	4.3 BREWSTER	45.1				f 5.59					12.02PM		
	2.1 GRIGGS	43.0				f 5.54					11.50AM		
	1.6 BALM (Spur)	41.4											
	0.9 CRABTREE	40.5				s 5.47					11.35		
	1.3 GAINES (Spur)	39.2				f 5.43					11.25		
	1.9 GILKEY	37.3				f							
D	2.3 WEST SCIO	35.0				s 5.31					11.10		
	1.8 SHELBURN (MCBch.Csg.)	33.2				s 5.26					11.00		
	2.2 NORTH SANTIAM	31.0				f 5.20					10.50		
	1.4 WEST STAYTON	29.6				s 5.16					10.45		
	1.6 SHAFF (Spur)	28.0				f							
	2.2 AUMSVILLE	25.8				s 5.05					10.30		
	2.9 SHAW	22.9				s 4.55					10.15		
	2.4 MACLEAY	20.5				s 4.47					10.05		
R	2.0 **GEER**	18.5		s 8.50AM		s 4.40					9.57	1.30PM	
	1.2 DURBIN (Spur)	17.3											
	0.7 PRATUM	16.6		s 8.43		s 4.34					9.50	1.22	
	1.7 SWITZERLAND (Spur)	14.9		f 8.37		f 4.30					9.40	1.16	
DR	4.3 **SILVERTON**	10.6		s 8.25	s 10.45AM	s 4.20		s 8.20PM			9.15	1.00PM	
	1.5 ABIQUA (Spur)	9.1		f	f	f		f					
	0.8 DOWNS (Spur)	8.3		f 8.16	f 10.37	f 4.15		f 8.12			8.46		
D	1.9 MT. ANGEL	6.4		s 8.12	s 10.32	s 4.10		s 8.07			8.40		
	1.1 BARON (Spur)	5.3		f 8.08	f 10.29	f 4.06		f 8.04			8.31		
	1.1 McKEE (Spur)	4.2		f 8.05	f 10.26	s 3.59		s 8.01			8.28		
	1.4 TOWNSEND (Spur)	2.8		f 8.01	f 10.22	f 3.52		f 7.57			8.23		
DNR	2.8 **WOODBURN**	0.0		7.55AM	10.15AM	3.45PM		7.50PM			8.15AM		
	(92.9)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Tues., Thurs., Sat.	Leave Daily	Leave Mon., Wed., Fri.	Leave Daily	Leave Daily
	Time over District .... Average speed per hour................................		(0.10 22.20	(0.55) 20.18	(0.30) 21.20	(2.37) 20.28	(0.57) 17.37	(0.30) 21.20	(0.45) 17.06	(0.13) 17.10	(5.00) 10.62	(0.30) 15.80	(2.20) 18.64

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72). Exceptions: No. 10 is superior to No. 73; No. 82 is superior to No. 79; No. 80 is superior to No. 83; No. 86 is superior to Nos. 241 and 97. No. 98 is superior to No. 87.

ADDITIONAL FLAG STOPS FOR ALL TRAINS: Selah, M.P. 724.2; Best, M.P. 658.9; Crocus, M.P. 665.8; Scandia, M.P. 725.5; Glasser, M. P. 680.8; and Went, M.P. 682.9.

Eastward FROM SAN FRANCISCO

JUNCTION CITY SUBDIVISION—Oakridge Branch

TOWARD SAN FRANCISCO Westward

Capacity of Passing Sidings in cars and location of Scales, Water, Fuel, Telephone and Turning Stations.	SECOND CLASS	FIRST CLASS			Distance from San Francisco		Time Table No. 93 July 15, 1917	Distance from Springfield Jct.	FIRST CLASS			SECOND CLASS
	246 Way Freight	94 Passenger	92 Passenger	98 Mixed					91 Passenger	93 Passenger	97 Mixed	245 Way Freight
	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily			STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday
250 WY				6.00AM	684.1	DR	OAKRIDGE	40.1			s 6.25PM	
71				s 6.15	679.0		5.1 LOOKOUT	35.0			s 6.07	
71				s 6.30	673.6		5.4 LAWLER	29.6			s 5.47	
22 P				s 6.33	672.5		1.1 EULA	28.5			s 5.42	
71				s 6.43	668.7		3.8 RESERVE	24.7			s 5.32	
				f	666.4		2.3 SIGNAL (Spur)	22.4			f	
4				s	665.7		0.7 LANDAX (Spur)	21.7			s	
21					665.0		0.7 BURGESS (Spur)	21.0				
71 W				s 6.58	663.8		1.2 CARTER	19.8			s 5.20	
39				s 7.07	661.3	D	2.5 LOWELL	17.3			s 5.12	
71				s 7.14	659.1		2.2 PENGRA	15.1			s 5.04	
9				s 7.23	656.2		2.9 FALL CREEK (Spur)	12.2			s 4.54	
71				s 7.29	654.5		1.7 HILLS	10.5			f 4.49	
42 P				s 7.36	652.7		1.8 JASPER	8.7			f 4.44	
13					652.1		0.6 JASPER SPUR	8.1				
12				s 7.47	650.5		1.6 NATRON	6.5			s 4.34	
				f 7.58	647.1		3.4 DOUGLAS (No Siding)	3.1			f 4.22	
	12.05PM	f 4.40PM	f 9.50AM	f 8.00	646.6		0.5 MOHAWK JCT.	2.6	f 7.40AM	f 2.50PM	f 4.20	7.20AM
27 WFOY	12.50	s 4.45	s 9.55	s 8.05AM	645.2	DR	1.4 SPRINGFIELD	1.2	s 7.35	s 2.45	4.15PM	7.15
Y	12.54PM	4.49PM	9.59AM		644.0	R	1.2 SPRINGFIELD JCT.	0.0	7.31AM	2.41PM		7.11AM
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily			(40.1)		Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday
	(0.49) 3.18	(0.09) 17.33	(0.09) 17.33	(2.05) 19.25			Time over District Average speed per hour		(0.09) 17.33	(0.09) 17.33	(2.10) 17.95	(0.09) 17.33

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72). Exceptions: No. 98 is superior to No. 91.

Eastward FROM SAN FRANCISCO

JUNCTION CITY SUBDIVISION—Wendling Branch

TOWARD SAN FRANCISCO Westward

Capacity of Passing Sidings in cars and location of Scales, Water, Fuel, Telephone and Turning Stations.	SECOND CLASS	FIRST CLASS		Distance from San Francisco		Time Table No. 93 July 15, 1917	Distance from Mohawk Jct.	FIRST CLASS		SECOND CLASS
	246 Way Freight	94 Passenger	92 Passenger					91 Passenger	93 Passenger	245 Way Freight
	Leave Daily Ex. Sunday	Leave Daily	Leave Daily			STATIONS		Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday
30 PT	10.20AM	3.50PM	9.00AM	662.4	DR	WENDLING	15.8	s 8.30AM	s 3.40PM	9.20AM
11	10.30	s 3.58	s 9.08	659.7		2.7 HYLAND (Spur)	13.1	s 8.20	s 3.30	9.08
45 W	11.00	s 4.03	s 9.13	658.6	D	1.1 MARCOLA	12.0	s 8.15	s 3.25	8.50
13		f 4.08	f 9.18	656.8		1.8 BALLY	10.2	f 8.08	f 3.18	
8	11.15	s 4.14	s 9.24	655.0		1.8 DONNA (Spur)	8.4	s 8.03	s 3.13	8.30
3	11.25	f 4.20	f 9.30	653.0		2.0 SPORES (Spur)	6.4	f 7.58	f 3.08	8.20
33	11.35	f 4.25	f 9.35	651.5		1.5 YARNELL	4.9	f 7.54	f 3.04	7.54
6	11.50AM	f 4.32	f 9.42	649.3		2.2 HENDRICKS	2.7	f 7.47	f 2.57	7.32
	12.05PM	f 4.40PM	f 9.50AM	646.6		2.7 MOHAWK JCT.	0.0	7.40AM	2.50PM	7.20AM
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily			15.8		Leave Daily	Leave Daily	Leave Daily Ex. Sunday
	(1.45) 9.03	(0.50) 18.96	(0.50) 18.96			Time over District Average speed per hour		(0.50) 18.96	(0.50) 18.96	(2.00) 7.90

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72).

SPECIAL RULES

EXTRA TRAINS MAY PASS OR RUN AHEAD OF SECOND CLASS TRAINS WITHOUT AN ORDER TO DO SO.

STANDARD CLOCKS.

Portland (N. P. T. Telegraph Office)
Brooklyn
Woodburn
Salem
Albany
Junction City
Eugene
Roseburg Roundhouse
Roseburg Dispatchers' Office
Grants Pass
Ashland
Beaverton
Timber
Wheeler
Tillamook
Forest Grove
McMinnville
Whiteson
Willamina
Mill City
Detroit
Dallas
Corvallis
Yaquina
Silverton
Brownsville
Oakridge
Mollala
Marshfield
Powers

WATCH INSPECTORS.

WEBB C. BALL, General Time Inspector	San Francisco
BELDING & SAXTON, Local Watch Inspectors	Portland
C. T. POMEROY, Local Watch Inspector	Salem
H. S. HARVEY, Local Watch Inspector	Canby
JOHNSON & SHOREY, Local Watch Inspectors	Woodburn
F. M. FRENCH, Local Watch Inspector	Albany
M. L. KREAMER, Local Watch Inspector	Eugene
A. SALZMAN, Local Watch Inspector	Roseburg
B. BARNES, Local Watch Inspector	Grants Pass
H. L. WHITED, Local Watch Inspector	Ashland
D. W. ROOF, Local Watch Inspector	Springfield
W. F. HANNA, Local Watch Inspector	McMinnville
J. A. HOFFMAN, Local Watch Inspector	Hillsboro
E. W. S. PRATT, Local Watch Inspector	Corvallis
C. H. MORRIS, Local Watch Inspector	Dallas
" Local Watch Inspector	Tillamook
H. S. TOWNER, Local Watch Inspector	Marshfield

BULLETIN STATIONS.

Portland (N. P. T. Telegraph Office)
Brooklyn
Woodburn
Salem
Albany
Junction City
Eugene
Roseburg
Grant Pass
Ashland
Beaverton
Timber
Wheeler
Tillamook
Forest Grove
McMinnville
Whiteson
Dallas
Willamina
Corvallis
Yaquina
Mill City
Detroit
Silverton
Brownsville
Oakridge
Mollalla
Marshfield
Powers

CLEARANCE CARDS.

In issuing clearance cards operators will first fill out clearance, designating thereon numbers of orders, repeat to dispatcher train and order numbers as they appear on clearance, and obtain O. K. with time and superintendent's initials, writing same on clearance before delivery.

Operator will retain carbon copy of all clearances.

Dispatcher must write train and order numbers in his train order book as transmitted by operator from clearance card and must designate time clearance was made O. K., not transmitting O. K. unless operator repeats numbers of all orders to be delivered to the train to which clearance is addressed.

Conductors and engineers must not accept clearance cards with order numbers thereon unless properly O. K.'d as above.

All trains must obtain clearance card, Form 2643, before leaving Medford, Grants Pass, Eugene, Albany, Salem and Dallas. Westward trains between 7 a. m. and 7 p. m. Jefferson Street.

All trains routed via detour at Hillsboro, Forest Grove and Newberg must obtain clearance card, Form 2643, at city stations.

All West Side Branch trains must obtain clearance card, Form 2643, from both Dispatcher at Marshfield and Dispatcher at Portland before leaving Eugene.

Rule 83-A will not apply at initial stations which are not train order offices, nor at train order offices when there is no operator on duty.

REGISTER EXCEPTIONS.

At registering stations on single track, or at the end of double track when passing from single to double track, where trains are permitted to register as per Rule 83-B, conductors and operators must comply with Rule 96, the same as at non-registering stations.

Brooklyn. First class trains will leave register ticket (Form 2642) with operator at Brooklyn who will register for them. (See Rule 96.)

Woodburn. Only Nos. 9 and 10 and trains originating or terminating at Woodburn will register.

Albany Jct. Only branch trains will register.

Springfield Jct. Only branch trains will register.

Oswego. No. 141 will leave register ticket (Form 2642) with the operator at Oswego, who will register for them.

Tualatin. Eastward first class trains, originating at, and all westward first class trains, will register. Eastward through trains will check against only westward superior trains that terminate at Tualatin.

Newberg. Eastward first class trains originating at, and all westward first class trains, will register. Eastward through trains will check against only westward superior trains that terminate at Newberg. Trains moving through freight yard must obtain check of trains via Electric station by train order when necessary.

Dundee. Eastward first class trains, originating at, and all westward first class trains, will register. Eastward through trains will check against only westward superior trains that terminate at Dundee.

Beaverton. Nos. 103 and 141 will leave register ticket (Form 2642) with operator at Beaverton who will register for them.

Reedville only Nos. 119 and 120 will register.

Forest Grove. Eastward first class trains originating at, and all westward first class trains, will register. Eastward through trains will check against only westward superior trains that terminate at Forest Grove. Trains moving through freight yard must obtain check of trains via Electric station by train order when necessary.

Hillsboro. Regular trains via Hillsboro electric station need not check the register, except against No. 141, whose registration will be telephoned from steam station to electric station, and operators will be held responsible for proper transmission and registration. Trains via Beaverton-Forest Grove Line, moving through freight yard at Hillsboro, and all Tillamook Branch eastward trains, must obtain check of trains via electric station by train order before fouling the Beaverton-Forest Grove main track when necessary.

St. Joseph. Nos. 231 and 233 must obtain check of trains from train dispatcher by train order before leaving. Extra trains moving from Forest Grove Line to Newberg Line, or vice versa, must obtain check of trains from train dispatcher by train order before leaving. During foggy or otherwise obscure weather, westward trains must leave a red fusee at St. Joseph as they pull out.

Mill Spur. Registry station for Smith-Powers trains only.

Instructions to Train Dispatchers. If sections are created from or signals taken down at either St. Joseph, Dundee, Newberg, Tualatin, Forest Grove or Hillsboro electric stations, train dispatcher must first protect inferior trains by train order.

TRAIN AND AIR INSPECTION.

Air brakes on all trains must be tested as per Air Brake Rule 17. This test must be made on all trains at Summit and Cochran; on eastward trains at Timber, Bertha and Grants Pass; and westward trains at Drain and Glendale. And at any point where brake pipe has been parted.

Train crews must make careful inspection of running gear, brakes and draft rigging at any point where train stops, or where slow movement of train will permit trainmen to stand on ground and watch for defects as train is pulling by. No freight train will make a longer run than forty miles without stopping for inspection. Following points are designated for careful inspection of freight trains: Drain, Glendale, Grants Pass, Summit, Buxton, Timber, Cochran and Enright. Westward freight trains will stop at Hugo, Mayo and Enright, and eastward freight trains at Timber, to permit cooling and careful inspection, as per Air Brake Rule 48.

When helper engines are in trains, after a rear end test has been made, the leading engine will not attempt to start until the helper engine has whistled off. The helper engine will not whistle off until receiving a signal from rear, which will not be given before the air pressure on caboose gauge indicates seventy (70) pounds.

When helper engine with cars behind it couple into train, engineer of helper engine handling air will make a heavy reduction of not less than 20 pounds in brake pipe pressure before angle cock is turned on head end of helper engine. When there is only one engine on train, when brake pipe is broken and pressure in rear portion of train has leaked below 70 pounds, as indicated on caboose gauge, before starting train, signal must be given from rear end. In order to fully carry out these instructions, a trainman must be stationed so as to observe caboose gauge.

Following is the procedure to make proper air signal test when brake pipe is broken on passenger trains between terminals. After brake pipe has been charged to standard pressure, enginemen will give one long blast of whistle, and when brakes have been set by opening angle cock at rear of train, before engineman releases brakes, the rear brakeman will signal the enginemen by four blasts of the air signal whistle, using signal cord in rear car, which the engineman will answer with two short blasts of the steam whistle, and release brakes.

When brake pipe is broken on any train, that portion of the train behind defect must be immediately and properly secured with hand brakes and not moved until air brakes are made operative. If brake pipe cannot be repaired car with defective brake pipe must be chained to car ahead unless defect in brake pipe is back of crossover pipe and brake pipe is plugged so as to make brakes operative. Defective car will then be uncoupled at rear, taken to nearest station and set out.

Should air compressor become disabled on any train such train must be immediately secured with hand brakes and neither engine nor cars shall be moved until brakes are made operative. Immediately advise Chief Train Dispatcher of the trouble and if enginemen cannot make repairs wait until you are furnished another engine. A train overtaking a train having a disabled air compressor must be properly secured with hand brakes. Engine will then be cut off and coupled to rear of the non-air train, brake pipe charged to standard pressure and air test made from front end of engine having defective air compressor. Disabled train with air brakes operative throughout will then be moved to nearest siding at a cautious rate of speed, not exceeding six miles per hour on descending grades, and sufficient hand brakes must be set to effectively control slack action. If brakes on engine with defective air compressor are inoperative engineer will place reverse lever in opposite motion to which train is to be moved and set hand brake on engine tender if moving in forward direction. Before disabled train is moved engineers and conductors must have thorough understanding as to what is to be done and trainmen must be so stationed on the train as to be able to effectively pass signals.

USE OF RETAINERS.

All available retainers on passenger and freight trains will be used; westward, Tunnel 8 to Wolf Creek, Tunnel 9 to Merlin, Dimmick to Grants Pass, Cochran to Enright and Summit to Nashville; eastward, Dimmick to Merlin, Tunnel 9 to Leland, Tunnel 8 to Glendale, Black Rock to Falls City, Cochran to Timber and Tunnel 25 to Buxton; also on westward and eastward freight trains, Rice Hill to foot of grade, and from Divide to Comstock, westward.

USE OF "19" FORM TRAIN ORDER RESTRICTING TRAINS WITHIN AUTOMATIC BLOCK SIGNAL LIMITS.

Within automatic block signal limits, between Portland and east switch at Hito, the note under Rule 211 is modified as follows:

The use of Form "31" train order may be discontinued, except when orders are to be delivered to a train at a point not a telegraph station, restricting its superiority, in which case Rule 217 must be complied with, or, when necessary to restrict a train that has been cleared, Rule 219 must be complied with, or when issuing an order Form "G," example "3," or when giving any train right over all trains, or when reducing time order where necessary that Dispatcher have signature of superior trains before completing order to inferior train.

When orders are issued to a superior train within these block signal limits, restricting its superiority at a point outside of block signal limits, Form "31" must be used.

Operators must retain carbon copy of clearance cards issued.

Before delivering orders to a train, whether inside or outside of automatic block signal limits, Operators will fill out clearance cards designating numbers of all orders for such trains and repeat train and order numbers as they appear on clearance card to Dispatcher, and obtain O. K. with time and Superintendent's initials, and place same on clearance card in blank space provided therefor, before delivery is made. Conductors and enginemen must not accept clearance without the O. K., time and Superintendent's initials, when order numbers are designated thereon. Clearances that are not issued to accompany orders do not require O. K. and Superintendent's initials.

When a Form "19" train order restricting the superiority of a train is issued for it at the point where such superiority is restricted, the train must be brought to a stop before the delivery of the order.

Conductors' and Engineers' attention is called to the importance of approaching at a moderate rate of speed, telegraph offices where orders are to be received; also to the necessity of careful checking of clearance cards, to ascertain positively that clearance cards are properly addressed, and that orders received are those called for by clearance.

AUTOMATIC BLOCK SIGNALS.

On single track trains will wait five minutes in accordance with Rule 504 before following flagman, except between Holgate St. Viaduct, Brooklyn, and East Portland trains stopped by block signals will wait one minute and may then proceed under control not exceeding six miles per hour to next signal.

When trains meet at Oregon City, Divide, Rice Hill and Hugo and the home signal at either end of the siding is at stop on account of opposing train holding main track or taking siding, and switches are properly lined up, train will not stop but may proceed under control, not exceeding six miles per hour, if track ahead is seen to be clear to the point where train is to go, provided this point is not **beyond** the fouling point where opposing train takes siding.

When train is stopped at home signal on account of opposing train taking siding, train may proceed at speed not exceeding six (6) miles per hour if track ahead is seen to be clear to the point where train is to go, provided this point is not **beyond** the fouling point where opposing train takes siding.

When train is on main track and opposing train is stopped by home signal being in stop position at meeting point, train may proceed in on siding if track is seen to be clear to point where opposing train is to take siding.

When number plate is reversed showing yellow or signal blade is removed, train need not stop at home signal but proceed with caution to next signal, unless otherwise directed.

When train is stopped by home signal and view of next signal in advance is obscure, train will proceed under flag to point where signal in advance can be seen in proceed position and the track clear and then proceed under control, not exceeding six (6) miles per hour to the signal.

When light of automatic block signal is not burning and blade can be seen in proceed position, train need not stop if engineman can see the number of signal so as to report it to Superintendent and Signal Maintainer.

MANUAL BLOCK.

In addition to the movement of trains under rules and train orders a manual block is established between Miami and Barview between the hours of 7 a. m. and 6 p. m. daily, except Sunday, and on Sunday when operators are on duty.

All S. P. eastward trains must approach Miami Junction of standard and narrow gauge tracks prepared to stop if track is fouled by a narrow gauge train. All S. P. westward trains must approach Barview Junction of standard and narrow gauge tracks prepared to stop if track is fouled by a narrow gauge train.

Conductors and enginemen of all trains, both standard and narrow gauge, must not occupy the main track between junction switch at Miami and junction switch at Barview until clearance is obtained stating thereon that block is clear, same to be written on bottom of clearance card in addition to other information required by the clearance, and then only provided such train has right or schedule to proceed as required by the Book of Rules.

Operators at Miami and Barview will keep block sheet showing arrival and departure of all trains at Miami and Barview and under no circumstances must operator at Miami issue clearance to an eastward train indicating that block is clear until all westward trains reported out of Barview have cleared junction switch at Miami, and all eastward trains have cleared junction switch at Barview; neither must operator at Barview issue clearance to a westward train indicating that block is clear until all eastward trains reported out of Miami have cleared the junction switch at Barview and all westward trains have cleared junction switch at Miami.

When an office is opened for business, operator must, before giving train a clear block, ascertain from train dispatcher by train order whether or not all trains due have arrived and left, and if the track between Miami and Barview is clear of regular and extra trains. Upon complete of such order the block system between those points is then in effect until operators are simultaneously excused by the train dispatcher after the block is clear.

Operators must observe all passing trains and note whether they are complete and in order and the markers properly displayed before reporting same.

Information relative to blocking trains between those points has preference over all train orders and messages.

INTERLOCKING PLANTS.

Northern Pacific Terminal Company Yard, Portland.
Willamette River Bridge between East Portland and Portland.
Willamette Valley Southern Crossing just east of Oregon City.
Eugene-Springfield Street Car Line crossing, between Eugene and Springfield Junction.
Willamette River Bridge between Salem and Pinckney.
Oregon Electric crossing just east of Beaverton.
Oregon Electric crossing between Tigard and Robinson.
Siuslaw River bridge, just east of Cushman.
Umpqua River bridge, between Gardner and Reedsport.
Coos Bay bridge, between Coos and North Bend.

AUDIBLE SIGNALS AT UNPROTECTED RAILROAD GRADE CROSSINGS.

Following signals will govern at unprotected railroad grade crossings:

One long blast of whistle at proper distance from crossing when approaching same.

Two short blasts after train is stopped and before passing over crossing.

Exceptions.—At crossings within city limits of Albany, Portland, Hillsboro and Newberg, it will not be necessary to give one long blast of whistle approaching crossing. Within city limits of Albany, Portland and Newberg, not necessary to give short blasts of whistle when stop is made before passing over crossing, but give two short blasts before passing over O. E. crossing at Hillsboro.

Trains must not exceed the speed in miles per hour as shown below:

Between	Distance	Passenger	Freight
ASHLAND—ROSEBURG.			
2940 ft. east of M. P. 431 and 2530 ft. east of M. P. 432	4750 ft.	25	18
450 “ east “ “ 451 “ 2140 “ east “ “ 451	1790 “	25	18
2950 “ east “ “ 452 “ 50 “ east “ “ 453	2420 “	25	18
2210 “ east “ “ 454 “ 3310 “ east “ “ 454	1100 “	35	25
2350 “ east “ “ 456 “ 860 “ west “ “ 457	1980 “	25	18
950 “ east “ “ 470 “ 1530 “ east “ “ 470	580 “	35	25
2050 “ east “ “ 475 “ 2930 “ east “ “ 475	880 “	25	18
280 “ west “ “ 477 “ 3700 “ east “ “ 477	3980 “	25	18
140 “ west “ “ 479 “ 1490 “ east “ “ 479	1630 “	25	18
1040 “ west “ “ 487 “ 200 “ east “ “ 487	1200 “	25	18
1040 “ west “ “ 489 “ 940 “ west “ “ 490	5420 “	25	18
2590 “ west “ “ 491 “ 110 “ west “ “ 491	2480 “	25	18
2450 “ east “ “ 492 “ 2880 “ east “ “ 492	430 “	25	18
480 “ west “ “ 493 “ 330 “ east “ “ 493	810 “	25	18
1970 “ west “ “ 495 “ 2470 “ east “ “ 495	4440 “	25	18
3340 “ west “ “ 497 “ 2540 “ west “ “ 497	800 “	25	18
1160 “ east “ “ 497 “ 3560 “ east “ “ 497	2400 “	25	18
2160 “ east “ “ 498 “ 3120 “ east “ “ 498	960 “	25	18
350 “ east “ “ 499 “ 1300 “ east “ “ 499	950 “	35	25
700 “ west “ “ 503 “ 1700 “ east “ “ 504	7410 “	25	18
ASHLAND—ROSEBURG—Continued			
150 ft. west of M. P. 505 and 1630 ft. west of M. P. 506	2750 ft.	25	18
1320 “ west “ “ 507 “ 670 “ west “ “ 507	650 “	25	18
1570 “ east “ “ 509 “ 2630 “ east “ “ 509	1060 “	25	18
1900 “ east “ “ 511 “ 2950 “ east “ “ 511	1050 “	25	18
450 “ west “ “ 512 “ 3260 “ east “ “ 512	3710 “	20	15
70 “ east “ “ 513 “ 810 “ east “ “ 517	27140 “	20	15
1520 “ east “ “ 525 “ 2400 “ east “ “ 525	480 “	20	15
1490 “ west “ “ 527 “ 700 “ west “ “ 527	790 “	20	15
280 “ west “ “ 528 “ 720 “ east “ “ 528	1000 “	20	15
2420 “ west “ “ 530 “ 680 “ east “ “ 530	3100 “	20	15
1190 “ east “ “ 539 “ 1400 “ east “ “ 539	310 “	20	15
1760 “ west “ “ 551 “ 620 “ east “ “ 551	2380 “	25	18
50 “ west “ “ 553 “ 850 “ east “ “ 553	900 “	25	18
1360 “ west “ “ 554 “ 170 “ east “ “ 554	1530 “	25	18
2900 “ west “ “ 556 “ 2450 “ west “ “ 556	480 “	25	18
1100 “ east “ “ 556 “ 2000 “ east “ “ 556	900 “	35	20
2680 “ east “ “ 558 “ 2130 “ east “ “ 559	4730 “	25	18
2100 “ west “ “ 564 “ 560 “ east “ “ 565	7940 “	25	18
ROSEBURG—JUNCTION CITY.			
870 ft. west of M. P. 578 and 3560 ft. east of M. P. 578	4430 ft.	20	15
2340 “ west “ “ 582 “ 70 “ west “ “ 573	7560 “	15	15
3680 “ east “ “ 594 “ 1070 “ east “ “ 595	4750 “	25	18
1570 “ west “ “ 598 “ 500 “ west “ “ 599	6350 “	25	18
600 “ east “ “ 607 “ 600 “ east “ “ 608	5280 “	25	18
2000 “ west “ “ 618 “ 1850 “ west “ “ 622	21230 “	25	18
400 “ east “ “ 630 “ 2100 “ east “ “ 630	1700 “	25	18
1500 “ west “ “ 643 “ 1880 “ east “ “ 643	3380 “	25	18
1460 “ west “ “ 644 “ 960 “ west “ “ 644	500 “	25	18
650 “ east “ “ 644 “ 1450 “ east “ “ 644	800 “	25	18
JUNCTION CITY—PORTLAND.			
2660 ft. west of M. P. 725 and 760 ft. east of M. P. 725	3420 ft.	25	18
350 “ west “ “ 749 “ 1750 “ east “ “ 749	2100 “	20	15
800 “ east “ “ 750 “ 2580 “ east “ “ 750	1780 “	20	15
700 “ east “ “ 751 “ 4300 “ east “ “ 751	3600 “	25	18
3000 “ east “ “ 754 “ 3900 “ east “ “ 754	900 “	20	15
740 “ east “ “ 757 “ 640 “ west “ “ 758	4540 “	25	18
2700 “ east “ “ 758 “ 500 “ west “ “ 759	2100 “	25	18
WOODBURN—SPRINGFIELD BRANCH.			
3600 ft. west of M. P. 651 and 3200 ft. west of M. P. 651	400 ft.	18	15
100 “ east “ “ 713 “ 1200 “ west “ “ 715	9200 “	15	15
1900 “ west “ “ 718 “ 3100 “ east “ “ 518	5000 “	15	15
COOS BAY LINE.			
1500 ft. east of M. P. 668 and 3470 ft. east of M. P. 668	1970 ft.	20	15
2250 “ west “ “ 725 “ 3350 “ west “ “ 725	1100 “	20	15
YAQUINA BRANCH.			
700 ft. east of M. P. 713 and 400 ft. west of M. P. 713	1100 ft.	15	15
300 “ east “ “ 714 “ 600 “ west “ “ 714	900 “	15	15
2400 “ east “ “ 731 “ 600 “ east “ “ 731	1800 “	12	12
WEST SIDE BRANCH.			
2600 ft. east of M. P. 783 and 1300 ft. east of M. P. 783	1300 ft.	20	15
3500 “ east “ “ 781 “ 2100 “ east “ “ 781	1400 “	20	15
1600 “ west “ “ 778 “ 2100 “ west “ “ 778	500 “	25	20
600 “ east “ “ 764 “ 1200 “ west “ “ 764	1800 “	40	20
200 “ east “ “ 749 “ 2000 “ west “ “ 749	2200 “	20	12
NEWBERG BRANCH.			
2600 ft. east of M. P. 770 and 200 ft. west of M. P. 770	2800 ft.	25	18
1940 “ east “ “ 757 “ 310 “ east “ “ 757	1630 “	25	18
WILLAMINA BRANCH.			
1800 ft. east of M. P. 744 and 1100 ft. east of M. P. 744	700 ft.	15	15
AIRLIE BRANCH.			
2900 ft. east of M. P. 743 and 2200 ft. east of M. P. 743	700 ft.	15	15
2700 “ east “ “ 745 “ 2700 “ west “ “ 746	10700 “	15	15
1100 “ west “ “ 747 “ 1700 “ west “ “ 747	600 “	15	15
1200 “ east “ “ 748 “ 2500 “ west “ “ 748	3700 “	15	15
1100 “ east “ “ 749 “ 2700 “ west “ “ 749	1600 “	15	15
1400 “ east “ “ 750 “ 200 “ east “ “ 750	1200 “	15	15
TILLAMOOK BRANCH.			
1000 ft. west of M. P. 803 and 600 ft. east of M. P. 804	3530 ft.	15	15
3300 “ east “ “ 805 “ 1400 “ east “ “ 805	1900 “	15	15
2400 “ east “ “ 813 “ 1300 “ west “ “ 813	3700 “	15	15
1000 “ east “ “ 823 “ 1000 “ west “ “ 823	2000 “	15	15
1000 “ west “ “ 828 “ 1300 “ east “ “ 829	2980 “	15	15
900 “ west “ “ 830 “ 1600 “ east “ “ 831	2780 “	15	15
1800 “ west “ “ 834 “ 900 “ east “ “ 834	900 “	10	10
300 “ west “ “ 835 “ 2400 “ west “ “ 835	2100 “	15	15
2400 “ east “ “ 837 “ 100 “ east “ “ 837	2300 “	15	15
3100 “ east “ “ 845 “ 2600 “ east “ “ 845	700 “	15	15
2100 “ east “ “ 847 “ 100 “ east “ “ 847	2000 “	15	15
500 “ west “ “ 848 “ 1800 “ west “ “ 848	1300 “	15	15
500 “ west “ “ 849 “ 2100 “ west “ “ 849	1600 “	15	15

SPEED TABLE.

Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.
6	10	21	2.51	31	1.56	41	1.27
8	7.30	22	2.43	32	1.52	42	1.25
10	6	23	2.36	33	1.49	43	1.23
12	5	24	2.30	34	1.45	44	1.21
15	4	25	2.24	35	1.42	45	1.20
16	3.45	26	2.18	36	1.40	46	1.18
17	3.31	27	2.13	37	1.37	47	1.16
18	3.20	28	2.8	38	1.34	48	1.15
19	3.9	29	2.4	39	1.33	49	1.13
20	3	30	2.0	40	1.30	50	1.12

MAXIMUM SPEED FOR WHICH LOCOMOTIVES ARE COUNTERBALANCED.

All locomotives, with the following exceptions, are counterbalanced for a speed in miles per hour equal to the number of inches in diameter of driving wheels:

Class of Locomotives	Engine Numbers	Maximum Speed in Miles per Hour	Maximum Wheel Pressure
MM-63 25-38/28 320	4200 to 4211	40	
A-84 15-25/28 110	3000 to 3009	77	48375 lbs.
A-79 15-25/28 102	3016 to 3024	67	46445 “
A-81 20/28 105	3025 to 3071	77	46380 “
T-69 21/28 149	2284, 2285, 2287 to 2289, 2292, 2293, 2295, 2296, 2298, 2299	60	44330 “
T-69 15½26/28142	2291, 2294, 2297	62	41526 “
T-63 18/30 78	2187, 2190, 2194, 2195, 2199, 2200, 2203 to 2206	52	22750 “
E-69 18/24 69	1383, 1386, 1387, 1389, 1392, 1393, 1396, 1397	55	30190 “
E-73 18/24 63	1430 and 1432	61	27570 “
MC-57 26-40/30 394	4000 to 4016	53	43050 “
MC-57 26-40/30 398	4017 to 4028	53	43050 “
MC-57 26-40/30 401-S	4029 to 4043	53	43500 “
MC-57 26-40/30 401-S	4044 to 4048	53	43500 “
C-57 22/30 180	2625, 2626, 2628 to 2642, 2644 to 2651, 2653 to 2655, 2657, 2659 to 2662, 2664 to 2672, 2674, 2675, 2677, 2679	52	39650 “
C-57 22/30 187	2513 to 2591, 2800 to 2830	52	39650 “

Note.—Maximum speed in miles per hour is based on vertical disturbing force of counterbalance not exceeding 75% of static wheel load, and maximum wheel pressures shown obtain at speeds indicated.

The above table is for information of enginemen, and must in no way conflict with rules governing speed of trains as shown below.

SPEED RESTRICTIONS.

Maximum speed of any train at any point must not exceed 50 miles per hour, and no train shall exceed a speed of 25 miles per hour around curves of 7 to 10 degrees, and 20 miles per hour around curves over 10 degrees.

Maximum speed engines running light as follows: Atlantic Type, 50; Pacific Type, 50; Ten-wheel Vauclain Compound, 45; Ten-wheel changed to simple, 45; Ten-wheel Nos. 2301 to 2352, inclusive, 45; Eight-wheel American Type, 50; Consolidation Type, 35; Mikado Type, 35; Mogul Type, simple and compound, 45; Switch engines, 20 miles per hour.

Maximum speed engines backing up on main line between Ashland and Portland, 25 miles per hour; between Sheridan and Willamina; Springfield and Lebanon; Black Rock and Falls City, Buxton and Wheeler, Philomath and Yaquina, 10 miles per hour; Buxton and Hillsboro, Wheeler and Tillamook, Albany and Hoover, Marshfield and Powers, 15 miles per hour; other branch lines, 20 miles per hour.

Trains handling steam wrecking crane must not exceed 25 miles per hour on main line between Ashland and Portland, and 18 miles per hour on branch lines.

Trains handling logs must not exceed 10 miles per hour over truss bridges, around sharp curves, and passing through stations and tunnels. On Tillamook Branch, 10 miles per hour over trestles and spans.

Trains handling logs between Oakridge, Wendling and Coburg must not exceed 15 miles per hour; Marshfield and Powers, 10 miles per hour; Beaver Hill and Beaver Hill Jct., 6 miles per hour; Myrtle Point and Eugene, 6 miles per hour over truss bridges, girder spans and through tunnels.

On Tillamook Branch and Coos Bay Line trains must be under control when descending grades, approaching bluffs or other points where slides are liable to occur.

Do not exceed 12 miles per hour passing through sidings on Main line and 10 miles per hour through sidings on branch lines.

Portland—Junction City.

Trains must reduce speed to 15 miles per hour over Willamette River bridge, Portland; passing shop buildings, Brooklyn; over grade crossings, between Brooklyn and Willsburg Junction; 20 miles per hour over Willamette Valley Southern Railway crossing east of Oregon City.

Junction City—Roseburg.

Pacific type, Atlantic type, and 2300 class engines restricted to 30 miles per hour between mile posts 642 and 645, and 35 miles per hour between Comstock and Drain, 30 miles per hour between Sutherlin and Roseburg. Consolidation and Mikado engines 25 miles per hour between mile posts 642 and 645, and Sutherlin and Roseburg.

Roseburg—Ashland.

Pacific type, Atlantic type, and 2300 class engines restricted to 30 miles per hour, and Consolidation and Mikado engines 25 miles per hour between Roseburg and Green, 20 miles per hour between Pollard and Leland

Speed of Mikado type engines must not exceed 15 miles per hour on curves 12 degrees or over. Curve warning signs will be placed to indicate these curves in Cow Creek Canyon at or near the following mile posts:

M. P. 513.7 M. P. 515.3 M. P. 521.4 M. P. 525.5 M. P. 539.2
M P. 514.2 M. P. 515.5 M. P. 521.7 M. P. 527.8 M. P. 539.4
M. P. 514.5 M. P. 516.2 M. P. 525.2 M. P. 528.2

Trains must not exceed 10 miles per hour passing over street car crossing Sixth Street, Medford.

Portland—McMinnville.

Trains must reduce speed to 6 miles per hour passing over facing point spring switches on Fourth and Jefferson Sts., Portland; 10 miles per hour on Fourth and Jefferson Streets, Portland; approach United Railways crossings at Front and Jefferson Sts., Portland, prepared to stop.

Trains must reduce speed to 15 miles per hour over crossing at Northwest Steel Co.'s plant near Turntable, 12 miles per hour over Elk Rock trestle and 15 miles per hour over Tualatin River bridge.

Engines over 122,000 lbs. on drivers will not exceed 25 miles per hour between McMinnville and Beaverton.

Silverton—Woodburn.

Engines over 113,000 pounds on drivers will not exceed 15 miles per hour between Silverton and Woodburn, and not run on sidings at Silverton, except house track and Silverton Lumber Company's tracks.

Salem—Black Rock.

Trains must reduce speed to 10 miles per hour over Willamette River Bridge, Salem.

McKeen motor cars, between Salem and Dallas will not exceed 35 miles per hour.

Albany-Yaquina.

Trains must not exceed 15 miles per hour through tunnels.

Call for signals and stop before reaching Willamette River Bridge, Albany, unless proceed signal is received from bridge watchman. Do not proceed until proceed signal is received. Do not exceed 6 miles per hour over river span and draw.

Albany-Hoover.

Reduce speed to 6 miles per hour over spans South Santiam River Bridge 699-B.

Hillsboro—Tillamook.

Two 2900—Class engines coupled may be moved over Wolf Creek Span between Cochran and Mayo, not exceeding 12 miles per hour. Under no circumstances should more than two engines coupled be moved over this span.

Reduce speed to 12 miles per hour over double road crossing just west of Bay City.

Alpine Junction—Alpine.

Engines of over 50,000 lbs. on drivers will not exceed 12 miles per hour.

Bailey Junction—Dawson.

Engines of over 50,000 lbs. on drivers will not exceed 12 miles per hour.

Eugene—Powers.

Reduce speed to 10 miles per hour on draw spans over Siuslaw and Umpqua Rivers and Coos Bay.

Trains must reduce speed to 10 miles per hour over Coalbank Slough drawbridge, Bridge 793 E, F and G, Baker Creek bridge No. 10, Coquille River bridges 1, 2, 6, 7, 8, 9, 12, and Tunnel 1.

Trains must not exceed the speed in miles per hour as shown below. This does not authorize exceeding speed restrictions specified above.

	Passenger	Freight
Portland-Divide	50	30
Divide-Comstock	25	18
Comstock-Sutherlin	40	25
Sutherlin-Roseburg	35	20
Roseburg-Cornutt	45	25
Cornutt-West Fork	30	20
West Fork-Reuben	25	18
Reuben-Grants Pass	45	25
Grants Pass-Ashland	45	30
Portland-McCoy	50	30
McCoy-Eugene	45	25
Canby-Molalla	30	20
Salem-Geer	35	25
Jefferson St.-Middleton	50	30
Middleton-Springbrook	20	15
Springbrook-St. Joseph	50	30
Willsburg Jct.-Beaverton	50	30
Whiteson-Airlie	25	18
Broadmead-Sheridan	25	18
Sheridan-Willamina	20	15
Woodburn-Silverton	40	25
Silverton-Coburg	30	22
Coburg-Springfield	40	25
Springfield-Natron	30	20
Natron-Hills	25	15
Hills-Lawler	45	30
Lawler-Oakridge	25	15
Mohawk Jct.-Wendling	25	18
Lebanon-Albany Jct.	30	22
Hillsboro-Buxton	30	20
Buxton-Enright	20	15
Enright-Wheeler	25	20
Wheeler-Tillamook	30	20
Yaquina-Corvallis	25	18
Corvallis-Albany	35	20
Albany-Gates	25	18
Gates-Hoover	20	15
Bailey Jct.-Dawson	20	15
Alpine Jct.-Glenbrook	20	15
Salem-Dallas	40	25
Dallas-Falls City	30	18
Falls City-Wye	20	15
Eugene-Cushman	40	25
Cushman-Marshfield	35	20
Marshfield-Powers	25	15

Speed of trains regulated by ordinance through city limits.

	Miles per hour		Miles per hour
Portland	10	Milwaukee	12
Oregon City	8	Oswego	10
Aurora	15	Beaverton	8
Hubbard	25	Hillsboro	15
Woodburn	10	Cornelius	12
Gervais	15	Forest Grove	15
Salem	10	Gaston	8
Turner.........6 a. m. to 8 p. m.	18	Carlton	10
Jefferson	20	McMinnville	12
Albany	12	Amity	10
Halsey	10	Independence	12
Harrisburg	20	Corvallis	10
Junction City	10	Monroe	15
Eugene	15	LaFayette	6
Creswell	12	Dallas	6
Yoncalla	15	Monmouth	3
Roseburg	15	Lebanon	12
Rogue River	20	Brownsville	10
Central Point	10	Philomath	12
Medford	16	North Bend	25
Talent	15	Marshfield	15

LIST OF STRUCTURES THAT HAVE AN OVERHEAD CLEARANCE OF LESS THAN 22' 0" AND A SIDE CLEARANCE OF LESS THAN 6' 0" FROM THE NEAREST RAIL.

Mile Post	Between	Clearance		Obstruction
		Over-head	Side	
	Ashland—Roseburg.			
456-E	Gold Hill-Ray Gold		15.2	Rogue River Xing.
490	Leland-Hugo	19.0		Tunnel No. 9.
505	Glendale-Wolf Creek	17.8		Tunnel No. 8.
509-D	Lystul-Glendale		15.2	Cow Creek.
514	Brandt-Reuben	18.1		Tunnel No. 7.
514	Brandt-Reuben	17.4		Tunnel No. 6.
515	Brandt-Reuben	18.2		Tunnel No. 5.
516	Brandt-Reuben	18.1		Tunnel No. 4.
518	West Fork-Brandt	19.0		Tunnel No. 3.
521	West Fork-Brandt	19.2		Tunnel No. 2.
521-A	West Fork-Brandt		15.0	Cow Creek.
521-C	Cow Creek-West Fork		15.2	W. Fork Creek Xing.
530-8	Peck-Union Creek	18.8		Tunnel No. 1.
550-B	Myrtle Creek-Weaver		15.2	S. Umpqua Riv. Xing.
	Roseburg—Junction City.			
578-B	Wilbur-Winchester		15.2	N. Umpqua Riv. Xing.
589-I	Youngs-Oakland		15.3	Calapooia Riv. Xing.
607-F	Drain-Devore		15.3	Elk Creek Xing.
608-F	Drain-Devore		15.3	Pass Creek Xing.
610-G	Leona-Krewson		15.0	Pass Creek Xing.
625-D	Cottage Grove-Latham		15.0	Coast Fork R. Xing.
627-D	Saginaw-Cottage Grove		15.0	Coast Fork R. Xing.
	Junction City—Portland.			
663-A	Virgil-Junction City		15.2	Willamette R. Xing.
662-A	Tangent-Shedd		15.3	Calapooia Riv. Xing.
699-A	Jefferson-Millersburg		15.0	Santiam River Xing.
743-D	Barlow-Aurora		15.0	Pudding River Xing.
757-G	Clackamas-Park Place		15.3	Clackamas Riv. Xing.
770	Portland-East Portland	21.2		Burnside Bridge.
	Canby—Molalla.			
748-E	Canby-Kraft		16.0	Adkins Road Xing.
749-G	Rames-W. S. V. Xing		16.3	Milk Creek Xing.
751-B	Rames-W. V. S. Xing		15.6	Molalla River Xing.
	Springfield—Woodburn.			
650-D	Coburg-Armitage	19.0	16.8	McKenzie Riv. Xing.
671-F	Brownsville-Twin Buttes		15.0	Calapooia Riv. Xing.
689-E	Brewster-Lebanon		15.0	S. Santiam Riv. Xing.
698-G	Gaines-Crabtree	19.8	14.3	Crabtree Creek Xing.
701-B	West Scio-Gilkey	18.3	13.5	Thomas Creek Xing.
706-D	N. Santiam-West Stayton	20.3		N. Santiam R. Xing.
	Springfield—Springfield Junction.			
644-E	Springfield-Springfield Jct	18.5	14.8	Willamette Riv. Xing.
	Wendling—Mohawk Junction			
659-G	Drury-Hyland	19.8	14.3	Mohawk Riv. Xing.
651-B	Hendricks-Yarnell	21.1	14.7	Mohawk Riv. Xing.
649-F	Hendricks-Yarnell	20.3	15.0	McKenzie R. Xing.
	Eugene—Whiteson.			
688-B	Avery-Corvallis		16.2	Marys River Xing.
702-D	Parker-Suver	20.0	15.0	Luckiamute R. Xing.
	Airlie—Whiteson.			
762-C	Monmouth-Luckiamute	18.3	13.5	Luckiamute R. Xing.
749-L	Polk-Dallas		13.7	La Creole Riv. Xing.
	Sheridan—Willamina.			
745-D	Sheridan-Shipley		14.2	S. Yamhill R. Xing.
	Oswego—Willsburg Junction.			
768-E	Menefee-Oswego		15.5	Willamette R. Xing.
	Hillsboro—Tillamook.			
854-A	Idaville-Tillamook	19.0	15.0	Wilson R. Xing.
852-B	Idaville-Tillamook	19.0	15.0	Kelchis R. Xing.
848-O	Hobsonville-Bay City	21.8		Tunnel No. 37.
846-I	Miami-Hobsonville	19.0	15.0	Miami R. Xing.
830-F	Batterson-Mohler	19.2	15.0	2nd Xing Nehalem R.
815-D	Salmonberry-Rector	19.2	15.0	1st Xing Nehalem R.
815-A	Enright-Salmonberry	21.9	15.0	9th Xing Salmonberry R
814-A	Enright-Salmonberry	20.1	15.0	8th Xing Salmonberry R
811-M	Enright-Salmonberry	18.5	14.0	7th Xing Salmonberry R
810.7	Mayo-Enright	21.7		Tunnel No. 36.
809.9	Mayo-Enright	21.9		Tunnel No. 35.
808.2	Mayo-Enright	21.8		Tunnel No.33.
806-F	Mayo-Enright	18.2	14.6	6th Xing Salmonberry R

(Continued on next page.)

SPECIAL RULES—Continued

Mile Post	Between	Clearance		Obstruction
		Over-head	Side	
	Hillsboro—Tillamook.—Continued.			
806-E	Mayo-Enright	20.8	14.5	5th Xing Salmonberry R
806-D	Mayo-Enright	18.8	14.5	4th Xing Salmonberry R
806.2	Mayo-Enright	21.3	....	Tunnel No. 29.
805-H	Mayo-Enright	21.8	14.0	3rd Xing Salmonberry R
805-G	Mayo-Enright	20.6	14.4	2d Xing Salmonberry R
805-F	Mayo-Enright	20.6	14.6	1st Xing Salmonberry R
805.7	Mayo-Enright	21.4	....	Tunnel No. 28.
803.6	Cochran-Mayo	21.5	16.8	Tunnel No. 27.
801.8	Cochran-Mayo	21.9	....	Tunnel No. 26.
789.6	Walcott-Castor Creek	21.4	....	Tunnel No. 25.
	Salem—Black Rock.			
725-B	Horsford-McNary	....	14.0	La Creole R. Xing.
742-D	Carey-Falls City	....	14.8	Little Luck. R. Xing.
743-B	Falls City-Camp 2	....	14.8	" " " "
744-B	Falls City-Camp 2	....	14.8	" " " "
745-F	Falls City-Camp 2	....	14.8	" " " "
747-B	Black Rock-Wye	....	14.8	" " " "
	Albany—Yaquina.			
691.9	Albany-North Albany	18.7	13.5	Willamette R. Xing.
711.4	Noon-Wrens	21.0	14.4	1st Xing Marys R.
712.4	Noon-Wrens	....	15.0	2nd " " "
713.3	Noon-Wrens	....	13.9	3rd " " "
713.9	Noon-Wrens	....	15.0	4th " " "
714.4	Noon-Wrens	....	15.0	5th " " "
716.7	Wrens-Russell	20.0	15.0	6th " " "
717.1	Wrens-Russell	....	15.0	7th " " "
718.9	Harris-Alder	....	15.0	8th " " "
719.4	Harris-Alder	....	15.0	9th " " "
719.7	Harris-Alder	....	15.0	10th " " "
720.3	Harris-Alder	....	15.0	11th " " "
720.6	Harris-Alder	....	15.0	12th " " "
720.8	Harris-Alder	....	15.0	13th " " "
720.9	Harris-Alder	....	14.0	14th " " "
730.3	Summit-Nashville	17.5	13.8	Tunnel No. 22.
732.0	Summit-Nashville	17.0	14.4	Tunnel No. 23.
739.2	Nortons-Eddyville	....	14.8	3rd Xing Yaquina R.
739.4	Nortons-Eddyville	....	13.8	4th " " "
743.7	Nortons-Eddyville	....	13.6	5th " " "
745.8	Eddyville-Chitwood	....	13.6	6th " " "
748.7	Eddyville-Chitwood	....	15.0	7th " " "
751.3	Chitwood-Morrison	....	15.0	8th " " "
751.6	Chitwood-Morrison	....	15.0	9th " " "
751.8	Chitwood-Morrison	....	15.0	10th " " "
752.2	Chitwood-Morrison	....	15.0	11th Xing Yaquina R.
752.4	Chitwood-Morrison	17.7	15.0	Tunnel No. 24.
752.5	Chitwood-Morrison	....	13.7	12th Xing Yaquina R.
752.8	Chitwood-Morrison	....	13.7	13th " " "
752.9	Chitwood-Morrison	20.6	14.0	14th " " "
769.8	Moody	....	13.8	Boone Slough Xing.
	Albany—Hoover.			
699.2	Bussard-Thomas	18.3	15.0	So. Santiam R. Xing.
700.9	Thomas-Munkers	18.6	13.3	Thomas Creek Xing.
726.5	Potter-Mill City	18.1	13.2	No. Santiam R. Xing.
737.1	Halstead-Granite Mountain	....	15.0	Sardine Creek Xing.
744.3	Breitenbush-Detroit	20.8	14.3	Breitenbush R. Xing.
	Coos Bay Branch.			
656.2	Jetson-Crow	....	15.0	Coyote Creek Crossing
664.1	Elrus-Sailor	....	15.0	2nd Xing Long Tom Crk.
664.6	Sailor-Noti	....	15.0	3rd Xing Long Tom Crk.
664.9	Sailor-Noti	....	15.0	4th Xing Long Tom Crk.
665.5	Noti-Vaughn	....	15.0	Elk Creek Xing
680.2	Joler-Austa	....	15.0	3rd Xing Wild Cat Creek
683.4	Rollo-Richardson	....	15.0	2nd Xing Siuslaw River
690.8	Beecher-Nekoma	....	15.0	3rd Xing Siuslaw River
691.1	Beecher-Nekoma	....	15.0	4th Xing Siuslaw River
694.5	Nekoma-Swisshome	....	15.0	5th Xing Siuslaw River
694.7	Nekoma-Swisshome	....	15.0	6th Xing Siuslaw River
696.7	Nekoma-Swisshome	....	15.0	Lake Creek Xing
710.1	Beck-Betzen	....	21.0	Overhead Conveyor
716.6	Cushman-Siboco	....	15.0	7th Xing Siuslaw River
739.7	Gardiner-Reedsport	....	15.0	Umpqua River Xing
763.9	Coos-North Bend	....	15.0	Coos Bay Xing
793.6	Norway-Myrtle Point	....	15.0	1st Xing Coquille River
796.2	Myrtle Point-Broadbent	....	....	Coquille River Bridge (1)
797.6	Myrtle Point-Broadbent	....	....	Coquille River Bridge (2)
800.1	Broadbent-Warner	....	....	Coquille River Bridge (6)
801.2	Broadbent-Warner	....	....	Coquille River Bridge (7)
802.3	Warner-Rowland	....	....	Coquille River Bridge (8)
808.2	Rowland-Baker	....	....	Rowland Crk. Bridge (9)
808.7	Rowland-Baker	....	....	Tunnel No. 1
811.6	Baker-Powers	....	....	Coquille River Bridge (12)
	Electric Lines.			
731-E	McMinnville-Whiteson	20.0	15.0	S. Yamhill R. Xing.
762-B	Galbreath-Tualatin	20.3	15.0	Tualatin Riv. Xing.
774.4	Jefferson St.-Turntable	20.7	....	Overhead Road Xing.
774.5	Jefferson St.-Turntable	21.9	....	O. E. Overhead Xing.
	Electric Zone	....	16.0	Trolley Poles.

Train employes are cautioned not to lean out of engine cab window while passing over Clackamas River bridge.

Trolley wire running through Tualatin and South Yamhill River bridges and Luckiamute River Bridge will not clear men on top of box car.

Goodin. The rock crushing bins will not clear box car or engine. When using this siding great care must be taken, account impaired clearance.

Zimmerman. When using spur at Zimmerman, electric cars must not move beyond point 200 feet east of switch, as overhanging roof will not clear pantograph.

Right-of-way fence on Avery gravel pit track between wye and the river will not clear man on side of car.

Housing over the gates of the mill pond on Fischer's Mill Spur, Corvallis, will not clear man on side of box car.

Do not ride on top of cars, while passing through Tunnel 22, between Summit and Nashville, and do not handle cars over 16 ft. in height through this tunnel.

Impaired clearance, side and overhead, Northwest Steel Spur, at Turntable.

Before attempting movement over the road, the "A" frame of steam shovels must invariably be lowered.

Trains must not occupy Bulkhead Spur, Barview, or leave cars on this spur, when standard gauge trains are on main track at Barview, account impaired clearance.

Trainmen are cautioned to be very careful in switching Northwest Steel tracks, Jefferson Street, Portland, account possible impaired clearance, due to iron being unloaded from cars close to track.

Impaired clearance on both sides of platforms at Mill Spur, Coquille; will not clear man on either side of car.

Oil standpipe, between main line and spur, at Canary, where Construction Dept. obtains oil for engines, has impaired clearance on both main line and side track; will not clear man on side of car.

Impaired clearance at Coal Chute and new tramway, main track, Beaver Hill Yard; will not clear man on side of car.

Signs have been erected, warning employes of impaired clearance on siding at Cedar Point.

Signs have been erected, warning employes of impaired clearances at following stations: North Bend, McDonald and Vaughn Logging Spur; McCormac, Siding; Henryville, Spur Track.

MAIN TRACK LINEUP AT JUNCTIONS.

Mollala Branch ends at Flander at west wye switch connecting with the siding which extends to Canby. West wye switch must be set and locked for the passing siding.

Flander passing siding extends from Block Signal No. 7468 eastward 4070 feet.

Canby passing siding extends from Block Signal No. 7468 westward 2040 feet.

Main Line trains using either passing siding may move between Canby and Flander through passing sidings under control.

Second-class and extra trains using Flander passing siding and the east end of Canby passing siding will arrange so that Mollala Branch trains, which will use Flander passing siding and Canby passing siding between Flander and Canby, are not delayed in moving to and from Canby station.

Yaquina Branch main track ends at switch at east end of curve connecting with track parallel to main line in east end of Albany yard which is track nearest the passenger station. Trains must not use this track when it will interfere with the movement of branch trains.

Coos Bay line ends at Blair at switch connecting with siding which extends to Eugene parallel to main line and is track nearest to Eugene passenger station. Trains must not use this siding when such use will interfere with the movement of branch line first-class trains.

Switch at junction of Coos Bay main line and siding at Blair must be left set and locked for siding.

Junction switch at Transfer must be left set and locked for Coos Bay main line.

Junction switch (west leg of wye at Springfield) must be set and locked for movement via Springfield and Springfield Junction.

Junction switch leading to Jefferson Street line at Fourth and Jefferson Streets, Portland, is a spring switch and will be left as used. Westward trains must approach this switch under control expecting to find it lined against them.

Junction switches at Cook and Oswego must be left set and locked for movement between Portland and St. Joseph via Rivera and Newberg.

Junction switches at Beaverton must be left set and locked for movement via Hillsboro-Bertha line.

Junction switch at Dallas must be left set and locked for movement via Dallas and Salem line.

Junction switch at Detour at Hillsboro must be left set and locked for movement via Hillsboro City Station.

Junction switch east of freight station at Hillsboro must be left set and locked for movement via Tillamook line.

Junction switch at Detour at Forest Grove must be left set and locked for movement via Forest Grove City Station.

Junction switches at Detour at Newberg must be left set and locked for movement via Newberg City Station.

Switches at east end of double track on Sixth Street, Corvallis, will be set and spiked for left hand east bound track.

WEIGHTS TO BE USED IN FIGURING TONNAGE OF PASSENGER TRAINS.

Kind of Car	Wood	Steel	Steel Under-frame
Baggage	79,000	90,000	....
Baggage, (Dynamo)	....	105,000	....
Baggage and Mail	77,000	121,000-69′ 90,000-60′	93,000
Baggage and Passenger	61,000	....	....
Buffet	....	130,000	122,000
Buffet, (Dynamo)	....	146,000	....
Business	107,000	178,000	135,000
Chair	86,000	98,000	....
Coaches	80,000	95,000	....
Dining	128,000	147,000	135,000
Wells Fargo & Co. Refrigerators—			
40 to 154	77,730	....	....
155 to 189	87,800	....	....
500 to 505	....	....	108,500
Horse Express	81,000	....	....
Observation	122,000	145,000	131,000
Postal	....	110,000-60′ 77,000-40′	....
Pullman, Parlor	115,000	146,000	....
Pullman, Observation	124,500	151,000	127,000
Pullman, Standard Sleeper	125,000	153,000	145,000
Pullman, Tourist	94,000	....	133,000
Tea and Silk	48,000	....	....

YARDS.

PORTLAND
(Portland, yard limits extend to yard signs west of Willsburg Junction, Hooker St. and east of Turntable.)
CANBY
WOODBURN
(Woodburn, yard limits extend to yard sign west of South Woodburn.)
SALEM
(Salem, yard limits extend to yard signs east of Tile Works, west of South Salem, and west of West Salem, 840 feet east of passenger station on Geer Branch.)
ALBANY
(Albany, yard limits extend to yard sign west of Albany Junction.)
JUNCTION CITY
EUGENE
(Eugene, yard limits extend to yard signs 100 feet east of E.-S. Crossing and east of Blair.)
DRAIN
ROSEBURG
WEST FORK
GLENDALE
GRANTS PASS
MEDFORD
ASHLAND
SPRINGFIELD
(Springfield, yard limits extend to yard signs east of Fisher-Balle Mills, west of Mohawk Junction; also includes cut-off between Springfield and Springfield Junction.)
BROWNSVILLE
LEBANON
SILVERTON
MOLALLA
TALLMAN
WENDLING
BEAVERTON
(Beaverton, yard limits extend to yard sign east of Reynolds.)
HILLSBORO
(Hillsboro, yard limits extend to yard signs east of Tillamook Junction and west of Range.)
FOREST GROVE
(Forest Grove, yard limits extend to yard signs east of Catching and west of Detour.)
ST. JOSEPH
McMINNVILLE
WHITESON

GERLINGER
(Gerlinger, yard limits extend to yard sign east of Thielson.)
INDEPENDENCE
CORVALLIS
(Corvallis, yard limits extend to yard signs east of Corvallis Junction, and west of Avery.)
OSWEGO
(Oswego, yard limits extend to yard sign east of Wilsonia.)
COOK
(Cook, yard limits extend to yard signs east of Bryant, west of Jean, and 100 feet west of west wye switch on Tigard Branch.)
BROADMEAD
WILLAMINA
DALLAS
MONMOUTH
AIRLIE
FALLS CITY
BLACK ROCK
(Black Rock, yard limits extend to yard sign east of Camp 2.)
BUXTON
TIMBER
COCHRAN
ENRIGHT
MOHLER
WHEELER
TILLAMOOK
MILL CITY
(Mill City, yard limits extend from yard sign 2,355 feet east of P. L. Co's Spur to yard sign 4,455 feet west of west switch.)
DETROIT
YAQUINA
MONROE
(Monroe, yard limits extend to yard sign east of Alpine Junction.)
ALPINE
(Alpine, yard limits extend from yard sign east of siding to Glenbrook.)
DAWSON
(Dawson, yard limits extend from yard sign east to stop sign west of Dawson.)
MARSHFIELD
BEAVER HILL
OVERLAND
MYRTLE POINT
POWERS

Rules 93 and D-93 are revised as follows: ''Within yard limits the main track may be used protecting against first class trains. All trains must approach yard limits and pass through yards under control.''

To eliminate any misunderstanding with respect to the privilege conferred by Rule 93, at stations where yard limit boards are maintained and the view is in any manner obstructed, trains must not be backed out of siding or adverse movements made without providing the same protection required at points where yard limit boards are not maintained. Absolutely no chances should be taken.

At Salem, all Falls City Branch trains must call operator Salem on telephone from Lemrock junction switch and obtain permission to proceed to passenger station. Operator Salem when permitting this move must notify all opposing trains until the train arrives.

At Albany Jct., all branch trains will call operator Albany on telephone and obtain permission to proceed to Albany passenger station. Operator Albany when permitting this move must notify all opposing trains until the train arrives.

At Dallas, all Fall City Branch trains use Airlie Branch main track between junction switch and passenger station.

At Salem, Falls City Branch trains use main track between Lemrock and Salem passenger station.

Between 6.00 p. m. and 7.00 a. m. trains using the Geer line between main line junction and yard limits, Salem, will move expecting to find track occupied by cars and yard engines.

LOCATION OF WATER TANKS BETWEEN STATIONS.

Main Line:
M. P. 489.9
M. P. 498.4
M. P. 535.8

Yaquina Branch:
M. P. 762.3
M. P. 750.2
M. P. 730.4
M. P. 710.8

Mill City Branch:
M. P. 738.9

Coos Bay Line:
M. P. 735.0
M. P. 746.6
M. P. 667.4
M. P. 704.3

Newberg Branch:
M. P. 768.6

West Side Branch:
M. P. 661.8

Tillamook Branch:
M. P. 818.9

COMMERCIAL SPURS NOT OTHERWISE SHOWN ON TIME TABLE.

Main Line:

Seven Oaks	M. P. 447.7
Deady	M. P. 583.9
Virgil	M. P. 664.4
Bunting	M. P. 719.2
Tile Works	M. P. 719.9
Wiggins	M. P. 748.7

Woodburn-Springfield Branch:

Broughton & Wiggins	M. P. 721.1

Oakridge Branch:

Carter Gravel Pit	M. P. 664.7
Middle Creek	M. P. 681.0

Falls City Branch:

Partridge	M. P. 732.5

Mill City Branch:

Warren Bros.	M. P. 734.2
Gooch Lumber Co.	M. P. 739.2
Gravel Spur	M. P. 741.7
Hammond Lbr. Co. No. 1	M. P. 745.4
Larson	M. P. 746.6
Hammond Lbr. Co. No. 2	M. P. 747.2

Yaquina Branch:

Marys River Lbr. Co.	M. P. 726.0
Cain No. 1	M. P. 726.1
Cain No. 2	M. P. 727.2

Coos Bay Line:

Shannon	M. P. 676.6
Rollo	M. P. 683.1
Rogers	M. P. 761.8

West Side Branch:

Electric Shops	M. P. 776.1

Newberg Branch:

Jones	M. P. 772.6

Tillamook Banch:

Standard Box & Lbr. Co.	M. P. 785.6
Fashion	M. P. 787.2
Walcott	M. P. 789.2
O. K. Log Spur	M. P. 799.3
Buick	M. P. 814.4
Maples	M. P. 821.1
Seaview	M. P. 840.5
Twin Rocks	M. P. 841.6

Alpine Branch:

Munsey	M. P. 677.2
Jackson's Mill	M. P. 677.8
Cloverdale	M. P. 678.1
Skinner	M. P. 678.3

Molalla Branch:

Platt	M. P. 750.8

SIDINGS NOT OTHERWISE SHOWN ON TIME TABLE.

Main Line:

Shady	M. P. 560.4—28 cars

Mill City Branch:

Homer	M. P. 728.9—15 cars
Camp 7	M. P. 741.4—24 cars
Larson	M. P. 746.6—16 cars

West Side Branch:

Carnation	M. P. 758.5—28 cars

Tillamook Branch:

Preston	M. P. 812.3—22 cars
Wakefield	M. P. 818.9—22 cars

MISCELLANEOUS.

Derailers in main track as follows:

500 feet east of siding at Black Rock.
West of Willamina (2 derailers).
West of Dawson.
In old Main Line just east of First St., Newberg.
West of Oakridge.
East of Glenbrook.

Two or more engines coupled must not run over truss bridges between Geer and Coburg.

Trainmen and enginemen are subject to the rules and regulations of the Northern Pacific Terminal Company while in their yard.

Trains consisting of more than 20 cars will cut off engine to take water, and will also cut off way cars before spotting.

Flues of engines must not be sanded while crossing overhead bridges.

On single track within automatic block signal limits last portion of Rule 86 will not apply.

Mikado engines must not be operated coupled.

When crews make several trips Rule 3 will apply on first trip only.

Track ''A'' will be used as siding at Brooklyn.

Track No. 1 at Junction City will be used as passing siding.

Tonnage of any train must not exceed 90 M's per operative brake between Enright and Timber.

Engines in helper service must not be coupled tender to tender.

All employes must put forth careful and painstaking effort to avoid fires during the dry season, be on the lookout for fires and report them promptly. Trainmen must particularly watch for fires from rear end of train.

Trains must not pass the switch at which an opposing train may enter the siding, when such switch is between it and train order signal in ''stop'' position.

Trains must stop before crossing Van Buren St. at foot of Willamette River Wagon Bridge, Corvallis.

Before switching on the river track at Mill City enginemen will sound two long and one short blast of the steam whistle as a signal for the lift bridges. When through using this track enginemen will sound one short and two long blasts of steam whistle.

Eastward passenger trains taking siding at Brooks for passenger trains that do not stop, will not pull up to station until westward train has passed.

All Falls City Branch trains must stop before crossing O. E. tracks at Front and High streets, Salem.

Where practicable cars must not be left standing on sidings within 50 feet of highway crossing.

Westward trains handling logs will stop at Myrtle Point ten minutes, and Beaver Hill Junction ten minutes to allow trainmen to inspect equipment and lading.

Extreme care must be used in switching cars on Cement Company spurs at Carnes and Buman, having in mind that a heavy grade exists. Cars set out must be well secured and derailers properly lined.

Rule No. D-11, page 13, Current Book of Rules, regarding fusees, is modified as follows:

On double track lines when a train finds a fusee burning red, train must be brought to a **stop** and may then proceed cautiously not exceeding six (6) miles per hour to the obstruction or until clear signal is reached or until track is known to be clear. It will not be necessary to wait until red fusee has burned out. See that all precautions necessary are taken to avoid accident.

When one torpedo is exploded, train will come to a **stop** as per Rule 15. If no person is at hand to explain the placing of torpedo, train may proceed to next station or block signal as hereinafter provided:

(a) If view is obscured by curves, fog or storm, flagman must be sent ahead and train may follow, under control, in the manner prescribed by Rule 504.

(b) If track is seen to be clear, or, within automatic block signal limits, if signals indicate ''PROCEED,'' train may proceed but will run under control, not exceeding six (6) miles per hour, for a distance of one-half mile, before resuming full speed.

Addition to Rule 16, page 18, Current Book of Rules:
(J) o o o o o o When running, Increase train heat.
(K) ———— When running, Look back for hand signals.

All westward Tallman Branch first class trains will call operator Albany on telephone from Albany Jct. and report their arrival at Albany Jct. Operator Albany will immediately give arriving time to train dispatcher.

Trains doubling into Overland leave cars on siding properly secured.

When cars are left on grades not protected with derailers they must be chained to rail.

Passenger equipment must not be switched, either in yards or on line, unless air brakes are cut in and made operative. Must not be cut off while in motion, but moved to coupling or spot.

Portland Division officials only will be permitted to ride on head end of electric trains without presentation of authority to enginemen to do so.

When trains leave stretches of continuously block-signalled track, a red fusee will be left near the last signal, when it is possible a train is following less than ten (10) minutes behind. Conductors and Enginemen having knowledge, from any source whatsoever, that a preceding train is less than ten (10) minutes ahead of them, leaving stretches of track that are continuously block-signalled, will space themselves at the last signal in accordance with Rule 91.

SPECIAL RULES—Concluded

At W. V. S. railroad crossing just east of Oregon City the normal position of the signals and derailers governing the Interlocking Plant are proceed and derailers closed for Southern Pacific trains.

When these signals are at ''Stop'', the Conductor or person in charge of the train must send two flagmen ahead in order to pass signals, and after careful inspection, when it is known there is no one in the Interlocking station to operate the plant, and that the signals are at stop and derailers governing the movement of W. V. S. trains are set to derail; and that derailers on either side of the crossing governing Southern Pacific trains are closed and route known to be clear for Southern Pacific trains, flagmen by night will give ''proceed'' signal with a white light—by day, hand ''proceed'' signal.

Normal position of the draw span on Coos Bay Draw Bridge, between Coos and North Bend is OPEN. In addition to ordinary draw bridge derailers, located (East—3,686 feet and West 2,061 feet from the draw), there are derailers located ninety feet either side of the draw span, which derailers are governed by dwarf signals. Normal position of these derailers close to the draw span will be OPEN, and all trains will stop for these derailers, sound four short blasts of the whistle, and not proceed until dwarf signal, governing the movement, indicates proceed. Trainmen must see that all traps and doors are kept closed, while passing over Coos Bay bridge.

Do not make drop of any cars at Bertha. Instead, run around them, thru siding, where there is derail to protect the move. Before doing any switching at Bertha, see that derail is properly set, doing all switching on siding or spur, instead of main track. After switching is completed, and before pulling out on main track, and lining up main track switch, air must be coupled up and tested, per Air Brake Rule 17. The purpose of above is to eliminate possibility of cars running away on the grade.

When handling deadhead passenger cars in freight trains, the brakes on such cars, providing there are not more than two cars, must be cut out, and they must be handled in rear of train, ahead of at least five cars, with operative air brakes.

Not more than thirty (30) cars will be handled in Westward freight trains, Cochran to Enright, or Eastward freight trains, Cochran to Timber.

Under recent change in yard limits at Forest Grove, the track, between Catching and Detour (via Carnation) will be known as a siding. This track must be kept clear of cars, so as to avoid delay to freight and other steam trains.

ELECTRIC LINES.

When electric trains are composed of three cars pantographs on two cars only must be up at one time. If train consists of four or five cars pantographs must be up on only three cars at one time, and when composed of six cars pantographs on only four cars must be up at one time.

The track via Newberg and Forest Grove passenger stations will be the main track, and only electric trains are permitted to use the main track between junction switches of the freight yard. All steam trains must use the freight yard tracks between Meridian and First Street, and between Detour and Catching.

Electric engines must be used to move freight cars to and from old main track and city freight house at Forest Grove.

The track via Hillsboro Electric Station between Tillamook Junction and Range, will be the main track for the Beaverton-Forest Grove Line, and only electric trains are permitted to use it. All steam trains via Beaverton-Forest Grove Line must use the Tillamook Branch main track and freight yard tracks between Tillamook Junction and Range.

Eastward trains must stop before fouling the Junction switch at Fourth and Jefferson streets, Portland.

All trains must stop before crossing electric tracks on Fourth and Jefferson streets, Portland; Oregon Electric tracks at Hillsboro, and Spaulding Logging Co. track at Newberg. Whenever the view of the engineman is obstructed by weather conditions or otherwise, it will be necessary to flag over these crossings.

The dimmer must be used on headlights of all electric trains within the city limits of Portland, as required by ordinance.

When westward trains run in two parts and are consolidated at Hooker St., air must be left set by engineman of second part to be released by regular engineman. Air brakes must be tested as per Air Brake Rule 17. Engineman on second part must not leave train until after this test has been made.

When necessary for eastward trains to run in two parts from Hooker St., pull train over voltage change east of Hooker St. before cutting train and be governed by Air Brake Rule 20. Engineman of second part at Hooker St. and Jefferson St. will uncouple train and move back sufficient distance to know they have control.

Rule 91 will not apply for movements between Portland, Hooker Street, and Jefferson Street.

Exceptions to Rule 92: After leaving Ankeny Street eastward trains will not be governed by Rule 92.

Extreme care must be used in measuring oil in locomotive tanks with metal measuring stick when in electric zone to avoid contact with trolley wire.

The fire signals at Morrison and Washington streets, Portland, indicate when an alarm has been turned in, and that fire apparatus may be expected to pass at any moment. These signals must be respected. Enginemen must watch for and respect signals from traffic officers at Morrison and Washington streets.

LIST OF SURGEONS, HOSPITAL DEPARTMENT

NAME	TITLE	LOCATION	DISTRICT
DR. F. K. AINSWORTH	Chief Surgeon and Mgr.	San Francisco	All.
DR. G. F. WILSON	Division Surgeon	Portland	Portland Div.
DR. A. L. BERKLEY	Assistant Surgeon	Portland	
DR. J. O. C. WILEY	Assistant Surgeon	Portland	
DR. JOHN F. BEAUMONT	Oculist and Aurist	Portland	Portland.
DR. G. H. BUCK	District Surgeon	East Portland	Portland (Main Line) to Clackamas.
DR. C. H. MEISSNER	District Surgeon	Oregon City	Clackamas to New Era.
DR. H. A. DEDMAN	District Surgeon	Canby	New Era to Aurora.
DR. E. R. TODD	Emergency Surgeon	Molalla	
DR. B. F. GIESY	Emergency Surgeon	Aurora	
DR. S. W. WEAVER	Emergency Surgeon	Hubbard	
DR. V. L. ROCHO	District Surgeon	Woodburn	Aurora to Gervais and Mt. Angel.
DR. H. C. HICKMAN	Emergency Surgeon	Gervais	
DR. W. H. BYRD	District Surgeon	Salem	Gervais to Marion.
DR. M. C. FINDLEY	Oculist and Aurist	Salem	
DR. G. A. MASSEY	Emergency Surgeon	Turner	
DR. J. O. VAN WINKLE	Emergency Surgeon	Jefferson	
DR. F. E. BEAUCHAMP	District Surgeon	Albany	Marion and Halsey.
DR. T. I. MARKS	Emergency Surgeon	Shedd	
DR. H. GARNJOLST	Emergency Surgeon	Halsey	
DR. W. H. DALE	Emergency Surgeon	Harrisburg	
DR. D. P. LOVE	District Surgeon	Junction City	Halsey to Irving.
DR. WM. KUYKENDALL	District Surgeon	Eugene	
DR. J. E. KUYKENDALL	Assistant Surgeon	Eugene	
DR. C. B. MARKS	Oculist and Aurist	Eugene	
DR. J. E. BRIDGEWATER	Emergency Surgeon	Creswell	
DR. B. R. JOB	District Surgeon	Cottage Grove	Creswell to Comstock.
DR. H. A. CANFIELD	District Surgeon	Drain	Comstock to Yoncalla.
DR. E. J. WAINSCOTT	District Surgeon	Oakland	Yoncalla to Wilbur.
DRS. A. C. SEELY & A. F. SETHER	District Surgeons	Roseburg	Wilbur to Dillard.
DR. D. A. FORBES	Emergency Surgeon	Myrtle Creek	
DR. A. J. FAWCETT	District Surgeon	Riddle	Dillard and West Fork.
DR. G. P. KNOTT	District Surgeon	Glendale	West Fork to Leland.
DRS. CLEMENT & LOUGHRIDGE	District Surgeons	Grants Pass	Leland to Central Point.
DR. L. O. CLEMENT	Oculist and Aurist	Grants Pass	
DR. W. P. CHISHOLM	District Surgeon	Gold Hill	
DR. E. B. PICKEL	District Surgeon	Medford	Central Point to Talent.
DR. J. J. EMMONS	Oculist and Aurist	Medford	
DR. J. S. PARSONS	Consulting Surgeon	Ashland	Talent to Ashland.
DR. A. W. BOSLOUGH	District Surgeon	Ashland	Talent to Ashland.
DR. R. E. KLEINSORGE	District Surgeon	Silverton	Mt. Angel to Aumsville.
DR. A. BURSELL	Emergency Surgeon	Aumsville	
DR. A. G. PRILL	District Surgeon	Scio	Aumsville to Brownsville.
DRS. KESTER & POLLARD	District Surgeons	Springfield	Armitage to Natron and Wendling.
DR. T. K. JOHNSON	Emergency Surgeon	Marcola	
DR. G. J. FANNING	Emergency Surgeon	Wendling	
DR. M. E. JARNAGIN	District Surgeon	Coburg	Brownsville to Armitage.
DR. J. C. BOOTH	District Surgeon	Lebanon	Lebanon Branch.
DR. E. W. HOWARD	District Surgeon	Brownsville	
DR. P. M. CARSTENS	District Surgeon	Beaverton	Portland to Reedville and Beaverton Bh
DR. R. M. ERWIN	District Surgeon	Hillsboro	Reedville to Yamhill.
DR. J. B. ZIEGLER	Emergency Surgeon	Banks	
DR. H. E. RINEHART	District Surgeon	Wheeler	
DR. P. C. PAGE	Emergency Surgeon	Buxton	
DR. R. T. BOALS	District Surgeon	Tillamook	Tillamook to Buxton.
DR. E. J. CROWTHERS	Emergency Surgeon	Cornelius	
DR. H. R. KAUFFMAN	District Surgeon	Forest Grove	
DR. H. E. CARRUTH	Emergency Surgeon	Yamhill	
DR. J. H. COOK	District Surgeon	McMinnville	Yamhill to Whiteson.
DR. O. D. BUTLER	District Surgeon	Independence	Whiteson to Wellsdale.
DR. G. R. FARRA	District Surgeon	Corvallis	Wellsdale to Corvallis.
DRS. PERNOT & JOHNSON	District Surgeons	Corvallis	Wellsdale, Corvallis and Summit.
DR. D. R. BURGESS	District Surgeon	Toledo	Summit to Yaquina.
DR. E. BENNETT	District Surgeon	Monroe	
DR. A. J. ROSSITER	Emergency Surgeon	Oswego	
DR. W. H. BECKER	Emergency Surgeon	Sherwood	
DR. H. A. LITTLEFIELD	Emergency Surgeon	Newberg	
DR. W. T. SMITH	District Surgeon	Sheridan	Whiteson to Sheridan.
DR. A. B. STARBUCK	District Surgeon	Dallas	Sheridan Jct. to Airlie.
DR. W. D. BUTLER	Emergency Surgeon	Airlie	
DR. F. M. HELLWARTH	District Surgeon	Falls City	
DR. W. W. ALLEN	Emergency Surgeon	Mill City	
DR. D. N. HAYDEN	District Surgeon	Veneta	
DR. R. H. FIELDS	District Surgeon	Gardiner	
DR. I. B. BARTLE	District Surgeon	North Bend	
DR. F. S. PRATT	Asst. District Surgeon	North Bend	
DR. E. MINGAS	District Surgeon	Marshfield	
DR. JAMES RICHMOND	District Surgeon	Coquille	
DR. W. LEE PEMBERTON	District Surgeon	Myrtle Point	

When employes, passengers or others are injured, call the nearest Company Surgeon, preferably District Surgeon. Emergency Surgeons are called only when patients cannot be sent to or await the arrival of District Surgeons.

When necessary to call Surgeons other than those regularly employed by the Company, it should be with the distinct understanding that their services will not be required after the arrival of Company Surgeon.

Any officer of the Company is authorized to call Company Surgeons to attend the injured.

When tramps or other trespassers are injured on the Company's Lines, they should be turned over to friends, or to city, county or other local relief authorities, after immediate necessary attention has been rendered by Company Surgeon.

MILEAGE

Main Line.

Ashland to East Portland	O. & C. R. R. Co	339.55	
East Portland	O.-W. R. R. & N. Co. (Jointly Operated)	0.05	
East Portland to Portland	Jointly Owned	0.31	
In Portland	N. P. T. Co	0.26	
Total Main Line			340.17

Branch Lines.

Airlie	O. & C. R. R. Co	36.42	
Alpine	S. P. Co	6.10	
Bellfountain	S. P. Co	4.87	
Falls City	S. P. Co	28.35	
Geer	O. & C. R. Co	6.81	
Mill City	S. P. Co	57.20	
Milwaukie	B. & W R. R. Co	3.06	
Molalla	S. P. Co	10.45	
Newberg	O. & C. R. R. Co	38.00	
Oakridge	O. & C. R. R. Co., Springfield Junction to Natron	6.89	
	C. P. Ry., Natron to Oakridge	34.39	
Tallman	O. & C. R. R. Co	7.68	
Tigard	B. & W. R R. Co	7.29	
Tillamook	S. P Co	91.20	
Wendling	O. & C. R. R. Co	15.95	
West Side	N. P. T. Co., Portland to Hoyt St.	.15	
	O. & C. R. R. Co., Portland to Corvallis	101.03	
	S. P. Co., Corvallis to Transfer	37.02	
Willamina	O. & C. R. R Co., Broadmead to Sheridan	7.19	
	S. P. Co., Sheridan to Willamina	5.35	
Woodburn-Springfield	O. & C. R. R. Co.	92.78	
Yaquina	S. P. Co	83.54	
Coos Bay Line	S. P. Co., Blair to Marshfield	120.50	
	S. P. Co., Marshfield to Myrtle Point	26.12	
	S. P. Co., Myrtle Point to Powers	18.56	
Total Branch Lines			846.90
Total Main Line			340.17
Total Portland Division			1187.07

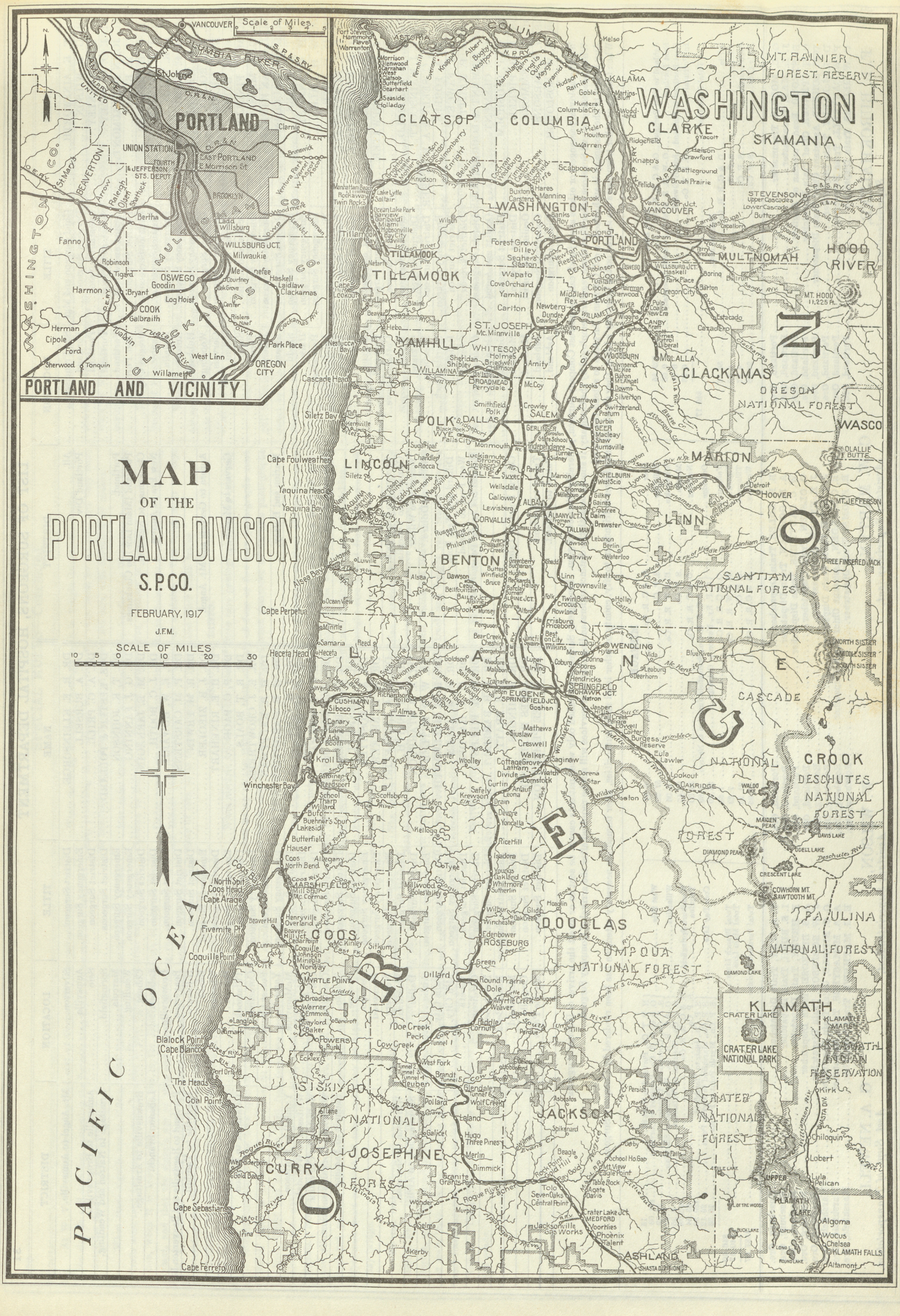
G. C. MORRIS, Trainmaster	Portland, Ore.
J. L. MAY, Trainmaster	Portland, Ore.
E. STROUD, Road Foreman of Engines	Portland, Ore.
C. H. SPENCER, Chief Train Dispatcher	Portland, Ore.
WM. SCHERR, Assistant Chief Train Dispatcher	Portland, Ore.
D. J. McLARDY, Train Dispatcher	Portland, Ore.
F. W. CANTRELL, Train Dispatcher	Portland, Ore.
C. W. GRUBBS, Train Dispatcher	Portland, Ore.
B. H. BOLES, Train Dispatcher	Portland, Ore.
A. M. GORMAN, Train Dispatcher	Portland, Ore.
W. C. CAUTHERS, Train Dispatcher	Portland, Ore.
O. OLSSEN, Train Dispatcher	Portland, Ore.
J. E. ENGER, Trainmaster	Roseburg, Ore.
J. I. LOVE, Chief Train Dispatcher	Roseburg, Ore.
R. C. HARDEN, Assistant Chief Train Dispatcher	Roseburg, Ore.
R. FROMM, Train Dispatcher	Roseburg, Ore.
T. A. MAY, Train Dispatcher	Roseburg, Ore.
I. S. RUTH, Train Dispatcher	Roseburg, Ore.
F. HRUBY, Train Dispatcher	Roseburg, Ore.
A. S. BIMROSE, Train Dispatcher	Roseburg, Ore.
J. W. ROBINSON, Train Dispatcher	Roseburg, Ore.
O. C. BIDDLE, Chief Train Dispatcher	Marshfield, Ore.
A. A. McMASTERS, Train Dispatcher	Marshfield, Ore.
E. G. MATHEWS, Train Dispatcher	Marshfield, Ore.

F. L. BURCKHALTER,
Superintendent.

C. W. MARTYN,
Assistant Superintendent.

W. WILSON,
Assistant Superintendent.

G. A. NEWELL,
Asst. Supt. of Transportation.



MAP OF THE PORTLAND DIVISION

S.P. CO.

FEBRUARY, 1917

J.F.M.

PORTLAND AND VICINITY
Scale of Miles
VANCOUVER
COLUMBIA RIVER
St. Johns
PORTLAND
UNION STATION
EAST PORTLAND
BEAVERTON
WASHINGTON CO.
MULTNOMAH CO.
CLACKAMAS CO.
WILLSBURG JCT.
Milwaukie
OSWEGO
COOK
OREGON CITY
West Linn
Park Place
SCALE OF MILES
10 5 0 10 20 30
PACIFIC OCEAN
WASHINGTON
OREGON
CLATSOP
COLUMBIA
CLARKE
SKAMANIA
MT. RAINIER FOREST RESERVE
WASHINGTON
MULTNOMAH
HOOD RIVER
MT. HOOD 11,225 Ft.
TILLAMOOK
YAMHILL
CLACKAMAS
OREGON NATIONAL FOREST
WASCO
POLK
MARION
LINCOLN
LINN
BENTON
SANTIAM NATIONAL FOREST
LANE
CASCADE NATIONAL FOREST
CROOK
DESCHUTES NATIONAL FOREST
DOUGLAS
UMPQUA NATIONAL FOREST
PAULINA NATIONAL FOREST
COOS
KLAMATH
CRATER LAKE NATIONAL PARK
KLAMATH INDIAN RESERVATION
SISKIYOU NATIONAL FOREST
JOSEPHINE
JACKSON
CRATER NATIONAL FOREST
CURRY
ASTORIA
KALAMA
VANCOUVER
TILLAMOOK
SALEM
DALLAS
ALBANY
CORVALLIS
EUGENE
SPRINGFIELD
MARSHFIELD
ROSEBURG
MYRTLE POINT
ASHLAND
KLAMATH FALLS
Cape Foulweather
Yaquina Head
Yaquina Bay
Cape Perpetua
Heceta Head
Winchester Bay
Coos Bay
Cape Arago
Cape Blanco
Cape Sebastian
Cape Ferrelo
SHASTA DIVISION